



SUPREME AUDIT INSTITUTION OF INDIA
लोकहितार्थं सत्यनिष्ठा
Dedicated to Truth in Public Interest

**Report of the
Comptroller and Auditor General of India
on
Performance Audit on
Road Safety System in Rajasthan
For the year ended March 2025**

**Government of Rajasthan
Report No. 1 of 2026
(Performance Audit)**

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Comptroller and Auditor General of India
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**Performance Audit
on
Road Safety System in Rajasthan**

Government of Rajasthan

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Preface

This Report for the year ended 31 March 2025 has been prepared for submission to the Governor of Rajasthan under Article 151 of the constitution of India.

The Performance Audit on Road Safety System in Rajasthan is conducted under the Comptroller and Auditor General's (Duties, Powers and Conditions of Services) Act, 1971 as amended from time to time.

The Report covering the period 2018-19 to 2024-25 contains the results of Performance Audit on "Road Safety System in Rajasthan". However, this Report has references of some fatal accidents also which occurred up to November 2025 to demonstrate the serious implications of inadequate implementation of road safety measures.

The Performance Audit has been conducted in conformity with the Auditing Standards issued by the Comptroller and Auditor General of India.

Executive Summary

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. Alarming, 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/MVSIIs 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 within the shortest possible time.*
8. *Ensure accuracy in recording of accident data on iRAD by all the departments to generate reliable and comprehensive data.*

CHAPTER-I

Chapter I

Introduction

1.1 Rajasthan Road Safety Policy

Road accidents are one of the leading causes of death, disability and hospitalization of people worldwide in general and particular in India. The high number of road accidents and consequent injuries and fatalities is a matter of serious concern. India tops the world in road crash deaths and injuries. India has one *per cent* of the world's vehicles but accounts for 11 *per cent* of all road crash deaths, witnessing 53 road crashes every hour, killing one person every four minutes. 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). However, various reports have indicated that road accidents in the country are under reported and estimated road crash cost could be as high as ₹ 5.97 lakh crore *i.e.* equivalent to 3.14 *per cent* of nation's GDP. During the period of 2018 to 2024 a total of 1.58 lakh road accidents occurred in Rajasthan, leading to 1.49 lakh injuries and tragically claiming the lives of 0.75 lakh individuals.

In compliance to directions of the Supreme Court Committee¹, the Government of Rajasthan (GoR) formulated the Rajasthan State Road Safety Policy in March 2017. It outlines activities such as strengthening institutional, legal and financial environment, to ensure safer and efficient road infrastructure, improving quality of drivers, safer vehicles, safety for vulnerable road users, enforcement of safety laws, road safety education and training, emergency care and medical services for road accident victims, establishing road safety information database, *etc.* in order to make road travel safe for all users.

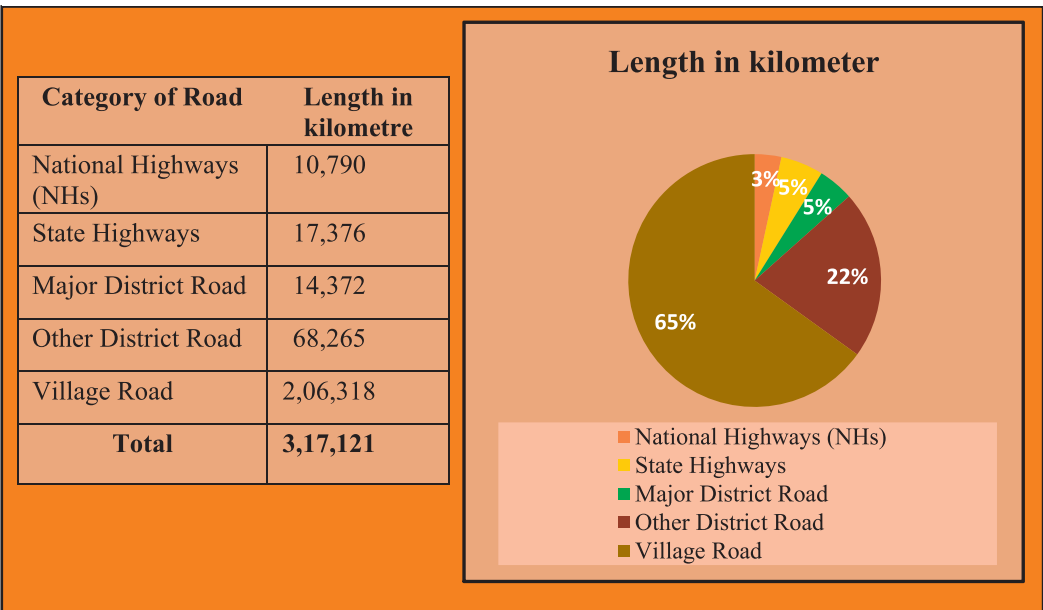
Further, in pursuance of the provisions laid down in the Rajasthan State Road Safety Policy 2017, GoR constituted dedicated Road Safety Fund by accumulating up to twenty-five *per cent* of the compounding fee/spot fines collected by two enforcement departments *i.e.* Transport and Police. The fund was non-lapsable in nature. Receipt in the fund and expenditure therefrom are shown in **Chart 1.3** of this chapter. The GoR issued (April 2017) separate guidelines for effective management and operation of the funds.

¹ Honorable Supreme Court, while hearing/deciding upon a writ petition no. 295/2012 with respect to road accidents, constituted (2014) a Committee to measure and monitor the implementation of various laws relating to road safety in respect of each state/Union Territories and concerned ministries, departments and wing of Central Government.

1.2 Highways and other road network in the State

According to Annual Report of MoRTH 2023-24, India has a road network of 63.45 lakh kilometers and out of which Rajasthan has a large network of roads with a total length of 3.17 lakh kilometers of roads *i.e.* 5.00 *per cent* of total roads of India. The status of road length in Rajasthan as on 31st March 2024 is shown in the **Table 1.1**.

Table 1.1: Details of Road Network in Rajasthan as on March 2024

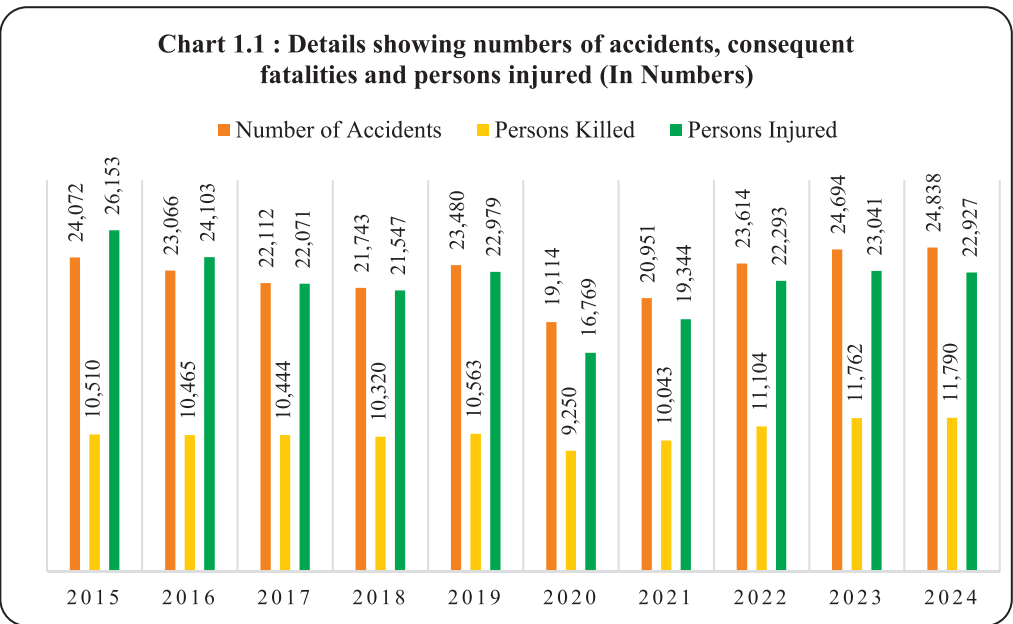


Source: Information provided by the Transport Department.

1.3 Trend of road accidents in the State

Details of road accidents and consequent fatalities and injuries in the State during 2015 to 2024 are given in the **Chart 1.1**.

(In numbers)

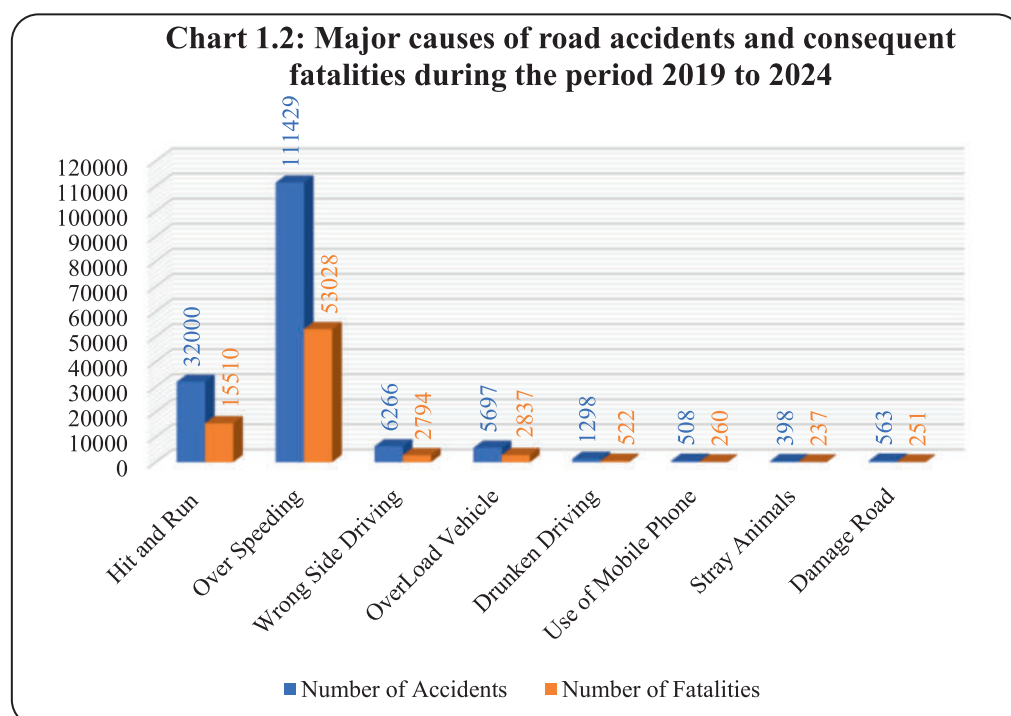


Source: Information provided by the Transport Department.

The **Chart 1.1** shows that while the number of road accidents fluctuated, the number of fatalities remained almost unchanged, despite an expenditure of ₹ 343.36 crore on road safety initiatives.

1.4 Major causes of road accidents

Accidents can be caused by a variety of factors, often resulting from a combination of human error, mechanical failures, defects of roads, *etc.* An analysis of fatal road accidents occurred during the year 2019-2024 revealed that maximum fatalities in road accidents occurred due to over-speeding. Some major causes of road accidents and resultant fatalities are shown in the **Chart 1.2**.



Source: Information provided by the Transport Department.

Some cases of fatal road accidents occurred during the year 2025 due to over speeding, drunken driving *etc.* are illustrated in the following case studies:

Case study -1



Source: Newspaper *Danik Bhaskar*

A major road accident occurred on 14 October 2025 on NH-11 in Jaisalmer, where a newly registered (1 October 2025) passenger bus suddenly caught fire while in motion, resulting in 28 fatalities and multiple grievous injuries to seven passengers. The iRAD data and investigation reports revealed that the fire was triggered by an air conditioner (AC) gas leak and a short circuit, causing the blaze to engulf the entire bus within minutes. Despite being recently registered, the bus caught fire without any collision, indicating critical electrical defects, poor-quality body fabrication, and absence of AIS-mandated Fire Detection and Suppression Systems (FDSS). Structural deficiencies such as permanent obstruction of the emergency exit due to improper seat placement, non-availability of fire extinguishers and safety hammers, and excessive rear overhang further confirmed that the bus had been registered in violation of prescribed safety norms.

These failures reflect serious negligence by the bus owner/operator and highlight systemic deficiencies within the Transport Department, which allowed a newly built vehicle to be registered and operated without verifying compliance with mandatory fire-safety standards, structural norms, and post-registration inspections.

The avoidable loss of 28 lives underscores the urgent need for strict enforcement of vehicle safety standards, fixation of accountability, and immediate strengthening of safety audit and monitoring mechanisms to prevent recurrence of such catastrophic incidents.

Case study -2



Source: State Road Safety Cell, Transport Department.

A major accident occurred on NH-754A near Phalodi (Jodhpur), on 02 November 2025, involving a Traveler and a Trailer. The Trailer was illegally parked in the left-hand lane of the carriageway and an unauthorized food outlet/*dhaba* was located within the Right of Way of National Highway Authority of India (NHAI).

While attempting to overtake another vehicle from the left side, the Traveler driver failed to detect the stationary trailer and collided with it at high speed. The Traveler, carrying struck the Trailer from the rear, resulting in 15 fatalities (including 10 women and four children) and two serious injuries.

Failure to remove the unauthorized food outlet/*dhaba* led to the trailer being halted at the location, which ultimately resulted in the collision involving the Traveler.

Case study -3



Source: Newspaper Times of India.

On 03 November 2025, a major road accident occurred in Jaipur, involving 13 vehicles, including a heavy goods vehicle (HGV Dumper). The accident resulted in 22 casualties, including 15 deaths, five grievous injuries, and two minor injuries.

Investigation revealed that the primary causes were over speeding and drunken driving and lack of traffic control for heavy vehicles in congested market and residential zones. Additionally, deficiencies in road safety engineering, such as absence of pedestrian protection, speed-calming measures, and warning signage, along with weak enforcement of traffic rules, contributed significantly to the severity of the incident.

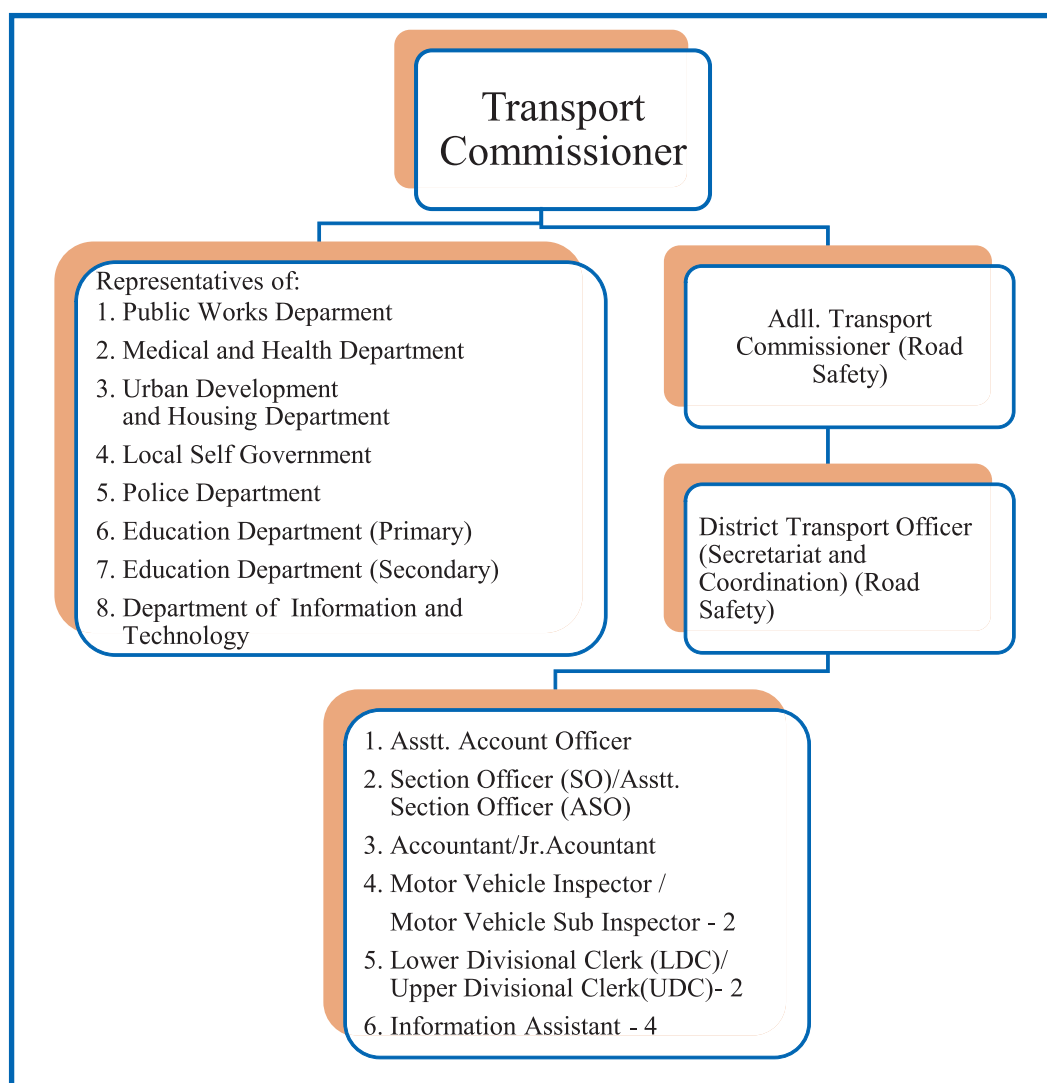
Collectively, these incidents demonstrate serious institutional lapses across Transport, Police and Highway authorities and underline the need for robust compliance mechanisms, coordinated enforcement and strengthened road safety audits to prevent avoidable fatalities

1.5 Organisational Set up

The Transport and Road Safety Department is the nodal department for implementation of Road Safety Policy in the State and responsible for management and operation of Road Safety Fund. A dedicated Road Safety Cell (Lead Agency) headed by the Transport Commissioner, has been constituted (June 2016) to strengthen road safety and to coordinate with all

stakeholder departments/agencies². Further, a Steering Committee for management and utilization of the Road Safety Fund, has also been constituted (April 2017) under the chairpersonship of Additional Chief Secretary/Principal Secretary/Secretary, Transport Department GoR. The organizational set up of Road Safety Cell (Lead Agency) is depicted hereunder:

Organizational setup of Road Safety Cell



1.6 Formation of Road Safety Cell

The State Government constituted (June 2016) a dedicated Road Safety Cell under the chairmanship of the Transport Commissioner, comprising representatives of stakeholder departments. Its functions included ensuring compliance with the Road Safety Policy, acting as secretariat to the Road Safety Council, ensuring time-bound compliance with Supreme Court

² Transport Department, Police Department, Public Works Department, Medical and Health Department, Local Self Government Department, Urban Development and Housing Department, Education Department, Rajasthan State Road Development and Construction Corporation (RSRDCC), Road Infrastructure Development Corporation of Rajasthan (RIDCOR) and Other Departments.

Committee directions, monitoring road safety activities and coordinating with stakeholder departments. The prescribed organizational structure comprises 23 posts (eight from stakeholder departments and 15 from the nodal department). Out of which 15 posts were sanctioned against which only 11 persons were in position. The details are enclosed in *Appendix-1*.

The GoR accepted the facts and replied (April 2025) that correspondence is being done with stakeholder departments for filling up the vacant posts of Road Safety Cell.

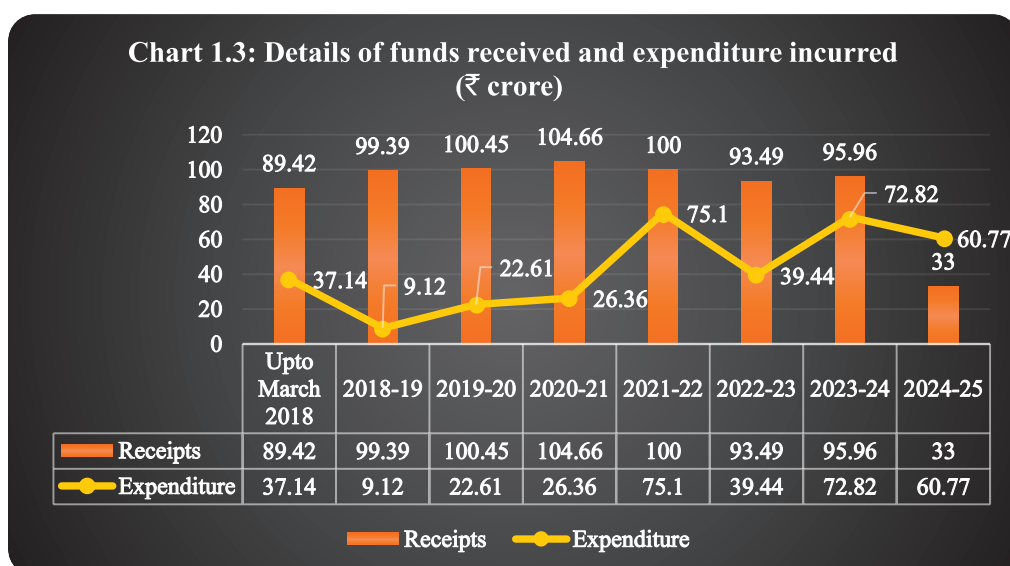
1.7 State Road Safety Act

For effective and efficient implementation of any Scheme and Act, Rules and Regulations are essentially required to be formed. As per budget announcement (2022-23), Rajasthan Road Safety Act was to be formed by GoR. The draft Road Safety Bill was prepared (2022) by Transport Department, however the same had not been formed in the State even after lapses of more than two years from the announcement.

The GoR replied (April 2025) that most provisions already exist in various acts and rules. It was also stated that the State is complying with regular directions received from Supreme Court and it's Committee on Road Safety. It was further stated (September 2025) that introduction of a new Act was a policy-level matter to be decided by the Government. It was also stated that the necessity of an exclusive Act on Road Safety would be re-examined in the near future and a report thereon would be submitted to the Government.

1.8 Road Safety Fund

The position of accumulation of Road Safety Fund and expenditure therefrom upto March 2025 is shown in the **Chart 1.3**.



Source: Information provided by the Transport Department.

Chart 1.3 highlights that, out of ₹ 716.37 crore received upto 31 March 2025, only ₹ 343.36 crore (47.93 *per cent*) could be utilized. The underutilization of funds resulted in several critical initiatives not being implemented, including the establishment of electronic enforcement devices in high-risk areas, installation of automatic number plate recognition systems with speed detection cameras, development of traffic parks, establishment of automatic driving tracks at 24 RTO/DTO offices and provision of equipment for trauma centres. These issues are discussed in detail in Paragraphs 2.3, 2.6, 2.7, 3.1.5, 4.1, 4.3, 4.4.1 of this report.

1.9 Audit objectives

The objectives of Performance Audit are to assess whether:

- Preventive actions and measures taken by the Government Departments (including stakeholder departments) aimed at reducing accident deaths and ensuring road safety were adequate;
- Adequate post-crash mechanism to ensure timely emergency response and trauma care was in place;
- Reporting and recording of accident cases was accurate and comprehensive;
- Utilisation of Road Safety Fund and availability of manpower for enforcement was adequate and efficient monitoring mechanism existed to ensure road safety.

1.10 Audit criteria

The following were used as source of audit criteria for Performance Audit:

- The Motor Vehicles Act, 1988, the Central Motor Vehicles Rules, 1989 and the Rajasthan Motor Vehicles Rules, 1990.
- Directions issued by the Committee on road safety constituted by Hon'ble Supreme Court.
- Rajasthan State Road Safety Policy, 2017 and Dedicated Road Safety Fund Rules, 2017.
- Rajasthan Road Safety Action Plan 2018-20 and Rajasthan Road Safety Road Map 2020.
- Indian Road Congress specifications on road engineering and
- Gazette notifications, orders, circulars and instructions issued time to time by competent authorities for road safety.

1.11 Scope of Audit, Methodology and Sampling Procedure

The Performance Audit covered road safety activities carried out from Road Safety Fund by the Transport Department and other stakeholder departments *viz.* Police, Medical & Health, Public Works Department, *etc.* covering the period from April 2018 to March 2025. The actions taken by the Road Safety

Cell and the respective stakeholder departments/agencies between 2018 and 2025, regarding the investigation of accident causes, identification of remedial measures and their subsequent implementation, were also reviewed.

Six districts³ (taking two from high, medium and low categories each) were selected for field study by random sampling method through IDEA software based on the number of accidents. Besides, Jaipur district was selected for pilot study.

Out of 26 Primary Trauma Centres (PTCs)/Trauma Stabilization Units (TSUs) in the selected districts, 13 PTCs/ TSUs⁴ were selected by Random Sampling through IDEA software. Further, 14 National Highways and 13 State Highways⁵ (two National Highways and two State Highways from each selected district) were selected on the basis of highest number of accidents for Joint Physical Inspection with department officials. Besides, seven internal city roads (taking one from each district) were also selected judgementslly (as city road wise accident data was not available) for joint physical inspection. Functioning of Trauma Centers, emergency response time after accident, procurement and other activities of the stakeholder departments were also scrutinized during the field study.

Entry and Exit conferences with Transport Department were held on 27 July 2023 and 25 April 2025 respectively. The Report was issued to GoR on 17 January 2025 and reply was received on 24 April 2025. The responses from the Departments, provided in their written replies and during the exit conference, have been incorporated in this Report. Further updated Report was issued to GoR on June 2025 and reply received on 18 September 2025 are also incorporated in this Report.

1.12 Acknowledgement

Audit acknowledges the co-operation extended by the Transport Department and concerned officials of Police, Medical & Health and Public Works Department of the selected districts in conduct of the Performance Audit.

³ Alwar and Udaipur (High); Dausa and Tonk (Medium); Sirohi and Sri Ganganagar (Low).

⁴ Bansur and Tijara (Alwar), Baswa and Lalsot (Dausa), Uniyara (Tonk), Revdar and Shivgunj (Sirohi), Gharsana and Sadulsahar (Sri Ganganagar), Kherwada and Salumber (Udaipur), Jamwaramgarh and Bassi (Jaipur). Note: there was only one trauma centre in selected district Tonk.

⁵ Sirohi had only one State Highway, therefore, only one was selected.

CHAPTER-II

Chapter II

Measures to reduce Road Accidents

Effective planning is crucial for the success of any policy as it sets clear goals, ensure efficient use of resources, identifies and mitigates risks, coordinates efforts and provides a road map for monitoring progress. It enhances decision making, adaptability and communication which increases the likelihood of success of the policy.

The Government of Rajasthan (GoR) approved the Rajasthan State Road Safety Policy in March 2017. It outlines activities such as strengthening institutional, legal and financial environment, to ensure safer and efficient road infrastructure, improving quality of drivers, safer vehicles, safety for vulnerable road users, enforcement of safety laws, road safety education and training, emergency care and medical services for road accident victims, establishing road safety information database, *etc.*

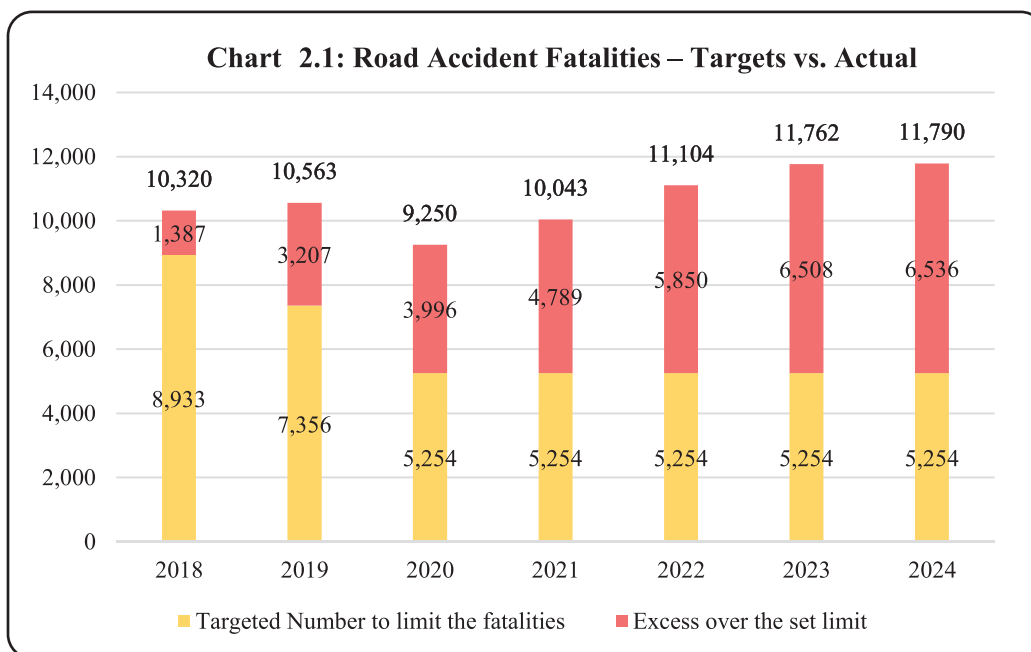
A Road Safety Action Plan, 2018-2020 was prepared (October, 2017) to achieve the goals of Road Safety Policy. Various road safety measures were work out under this plan across five road safety pillars, namely Road Safety Management, safer Roads and Mobility, safer Vehicles, safer Road Users and Post-Crash Response. Further, as per the 2020–21 Budget speech, GoR prepared the Rajasthan Road Safety Road Map-2020, outlining State and departmental initiatives to reduce accidents and fatalities through coordinated efforts and institutional strengthening.

After completion of previous action plan in 2020, GoR prepared (July 2024) the next Road Safety Action Plan 2024-33, with a delay of four years. Action Plan set out key areas of actions under six identified strategic pillars *i.e.* Road Safety Management, Safer Road and Roadside, Safer Speed, Safer Vehicles, Safe Road Users and Post-crash care. The overall target of the plan was to reduce road crashes and fatalities by 75 *per cent* by 2033, starting with a 5 *per cent* reduction in fatalities of the base year 2022, to be achieved during the calendar year 2025.

Audit examined various preventive actions and measures taken by Stakeholder Departments for effective implementation of Road Safety Policy, Road Safety Action Plan, Road Map and audit observations noticed are discussed in the succeeding paragraphs.

2.1 Road accident fatalities

According to the Road Safety Action Plan 2018-2020, the State had set targets to reduce road accident fatalities taking 2015 as the base year. The goal was to decrease fatalities by 15 *per cent* in the year 2018 and 2019 each and by 20 *per cent* in 2020, aiming for a cumulative 50 *per cent* reduction in fatalities by the end of 2020. Shortfall in achieving of these targets is shown in the **Chart 2.1**.



Source: Information provided by the Transport Department

Note: comparison between target for reduction and actual number of fatalities occurred during the year 2021 to 2024 has been made by considering the targeted number to limit the fatalities during the year 2020, as no specific targets could be set for the subsequent years due to the absence of a subsequent action plan.

The **Chart 2.1** shows an overshoot against the set limit, ranging from 1,387 (16 per cent) to 3,996 (76 per cent) during the period 2018-2020. Since no action plan was in place for the years 2021 to 2024, the targets for those years were assumed the same as for 2020. The overshoot during the period (2021 to 2024) was ranging from 91 per cent to 124 per cent against the set limit.

The GoR replied (April 2025) that Road Safety is a complex issue that requires a multi sectoral approach for reducing road crashes and fatalities. It further added that the targets could not be achieved despite efforts of the Government. New targets have been set on the lines of Global/National goals under comprehensive 10-year Road Safety Strategy and Action Plan.

Audit is of the view that several critical initiatives which are crucial to reduce road accident fatalities such as establishment of Integrated Traffic Management System, strengthening of trauma care, procurement of various equipment required for enforcement, rectification of black spots, conducting road safety audit, *etc.* were not implemented adequately, as discussed in succeeding paragraphs of chapter II, III and IV.

2.2 Preventive measures to ensure Road Safety

As per point No. 2 (iii) of State Road Safety Policy, the State Government was to take measures to introduce, review, improve and maintain standards pertaining to safety in the design of roads and bring them in consonance with international best practices keeping in view the local traffic conditions of the State. Further, Road Safety Action Plan 2018-2020 envisaged various safety measures to be undertaken by the stake holder departments. Besides, Supreme

Court Committee also issued several directions to ensure safer roads. Action and measures taken by the stakeholder departments to reduce accidents, deaths and injuries are discussed in the following paragraphs.

2.2.1 Road Safety Audit

Road Safety Audit is a formal procedure for evaluating the accident potential of both existing roads and those under construction. Indian Road Congress (IRC) stipulates Road Safety Audit at design, construction and completion stages of new highways (tri-stage audit). In respect of existing roads, the Road Safety Audit was to be conducted every year by specialists not related to construction/maintenance of the particular road. Road Safety Audit includes various aspects of road *i.e.* design inconsistency, quality of roads, encroachments, ageing infrastructure, inadequate maintenance of road and traffic control devices, *etc.*

The Supreme Court Committee issued (August 2016) directions that the construction work of any road costing above ₹ ten crore should be commenced only after conducting of Road Safety Audit by third party at design stage and the recommendations of the auditor should be implemented. Road Safety Audit should be conducted at construction and operational stages also. Accordingly, the State Government incorporated the 'Road Safety Audit' as a road safety measure to reduce mortality and morbidity due to road accidents, in its Road Safety Policy, 2017. Thereafter, the Supreme Court also ordered (November 2017) that at the stage of design, Road Safety Audit should be carried out invariably for all the new road projects of five kilometre or more.

In 146 roads (34.35 per cent) out of 425 roads of PWD, no safety audit was conducted at any stage during 2018-19 to 2024-25.

Information regarding the Road Safety Audit of the roads constructed by various agencies (NHAI, PWD, *etc.*) was sought. However, only the details pertaining to roads of the Public Works Department (PWD) was made available to the Audit and details are given in the **Table 2.1**.

Table 2.1: Details of roads where Road Safety Audit was carried out

Year	Total number of roads (having cost of ₹ 10 crore and above)	Roads where tri-stage audit was carried out	Roads where only design & construction stage audit was carried out	Roads where only construction & operational stage audit was carried out	Roads where only design stage audit was carried out	Roads where only construction stage audit was conducted	Roads where only operational stage audit was carried out	Roads where no audit was conducted
2018-19	32	10	01	00	04	00	02	15
2019-20	20	06	01	00	09	00	03	01
2020-21	25	02	04	00	07	00	03	09
2021-22	52	07	03	00	15	00	01	26
2022-23	78	07	08	02	14	00	00	47
2023-24	116	00	09	00	00	00	107	00
2024-25	102	00	17	00	00	00	37	48
Total	425	32	43	2	49	0	153	146

Source: Information provided by the Public Works and Transport Department.

The **Table 2.1** shows that out of 425 roads constructed by the PWD, a tri-stage road safety audit was conducted for only 32 roads (7.53 *per cent*). A two-stage audit (covering either the design and construction phases or the construction and operational phases) was completed for just 45 roads (10.59 *per cent*). Additionally, only a design-stage audit was performed for 49 roads (11.53 *per cent*), while only an operational-stage audit was carried out for 153 roads (36 *per cent*). Significantly, 146 roads (34.35 *per cent*) did not undergo safety audit at any stage. Besides, no third-party empanelment for Road Safety Audit was made by PWD.

As per record, provided by Transport Department 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. Further, audit reports of selected roads were also sought (April 2025) for scrutiny and impact assessment from the nodal department but the same was not provided to audit except from PWD.

A total of 11,685 road accidents happened claiming the lives of 5,184 individuals due to improper road conditions like curved road, bridges, culverts, potholes and steep grades etc during the period 2019-24.

The GoR accepted the facts and replied (April and September 2025) that instructions were circulated time to time for conducting Road Safety Audit of all new roads having length more than five kilometers. Road safety audit of existing roads was carried out regularly. Additionally, three stage Road Safety Audits have been mandated and incorporated in detailed project report/tender documents of all major road projects of PWD and its associate agencies.

2.2.2 Management and rectification of black spots

According to the Ministry of Road Transport & Highways (MoRTH), a black spot¹ is defined as a stretch of National Highways or other categories of roads (State Highways/Major District Roads/other roads) approximately 500 meters in length, where either five road accidents involving fatalities or grievous injuries, or ten fatalities, have occurred over the last three calendar years (combined). The deficiencies noticed in management and rectification of the black spots are discussed in following paragraphs:

2.2.2.1 Rectification of black spots

As per Road Safety Policy, 2017, identification, survey, budget allotment, rectification and monitoring of accident-prone spot/black spots was to be done in a time bound manner. These spots are required to be identified by Police Department and rectified by road owning agencies. Further, rectification of black spots and post rectification audit of these spots was also planned in Road

¹ Black spots are identified by Police department based on accident data of past three calendar years. List of identified black spots is circulated by the Police department to all road owning and managing agencies for rectification.

Safety Action Plan, 2018-20. The details of black spots identified and rectified during the period 2019-24 are given in the **Table 2.2**.

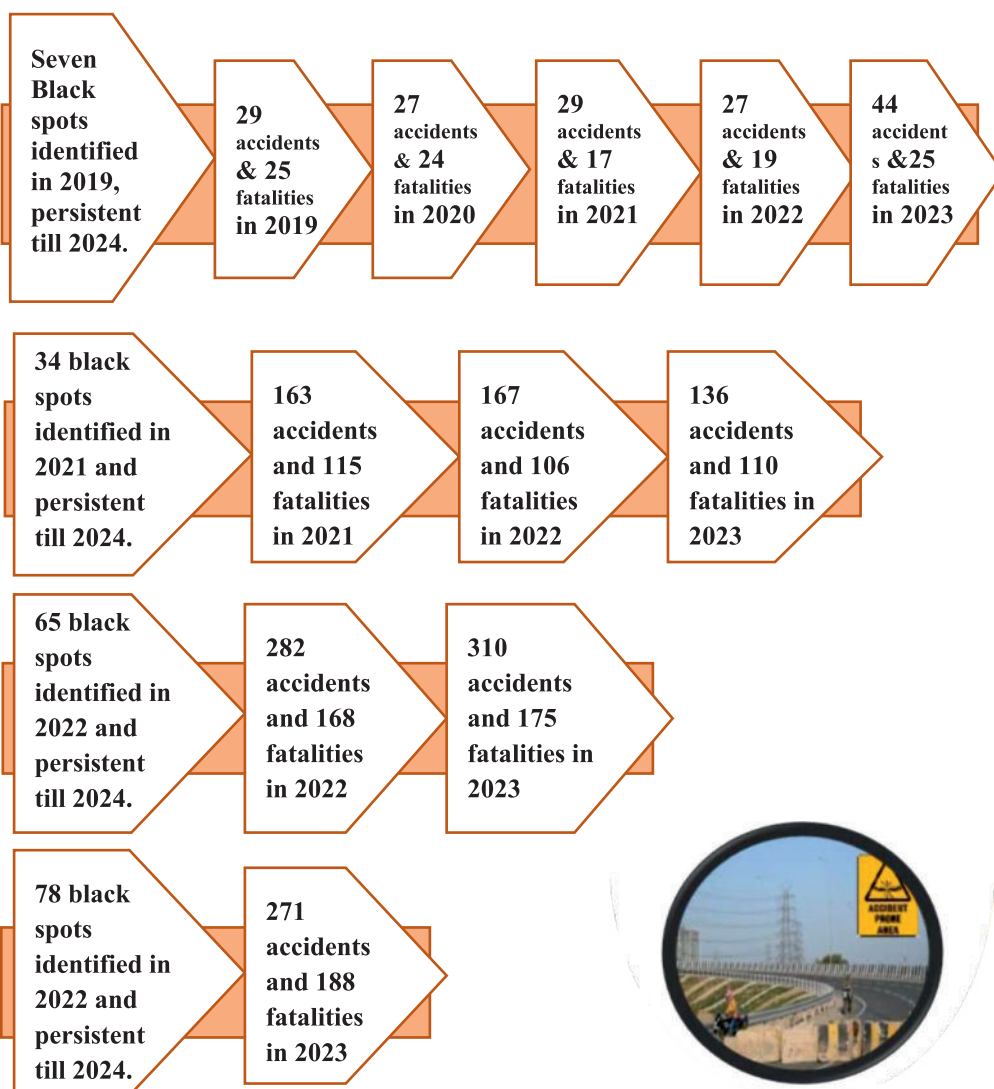
Table 2.2: Details of black spots identified and rectified

Year	Total number of identified accident prone/ black spots (NH & SH)	Number of accidents happened at these spots	Number of consequent fatalities	Number of black spots at roads owned by PWD	Number of spots rectified by PWD	Percentage of unrectified black spots
2019	805	10,042	5,929	325	324	0.30
2020	523	6,171	4,495	193	189	2.07
2021	584	7,017	4,885	242	217	10.33
2022	546	6,750	4,785	225	158	29.78
2023	497	6,191	4,343	203	79	61.08
2024	448	5,686	3,869	171	63	63.16

Source: Compiled from the data provided by the Police, PWD and Transport Department

It can be seen from the **Table 2.2** that stretches/spots of various roads, ranging from 805 to 448, were identified as black spots during 2019-24, which accounted for a total of 41,857 accidents and 28,306 fatalities. It was noticed that black spot, which were to be rectified by PWD, remained unrectified ranging 0.30 *per cent* to 63.16 *per cent* during this period. The details of rectification of black spots pertaining to other road owning agencies, including NHAI, were not provided to audit. Audit analysis revealed that some of the identified black spots persistently remain unrectified as shown in the **Chart 2.2** (list of persistent black spots are annexed in *Appendix-2*).

Chart 2.2: Black Spots identified persistently over the years



Further Scrutiny revealed that there were three persistent black spots (2019-24) within a short stretch of four kilometres (48.7 kms to 52.7 kms) on NH-3/44. Similarly, there were three black spots (2022-24) on NH-21 within a stretch of 3.5 kilometres (380 kms to 383.5 kms), which shows lack of proper management of black spots.

This indicates laxity on the part of the road-owning agencies as well as the Transport and Road Safety Department in addressing road safety concerns.

The GoR replied (April and September 2025) that agency wise bifurcation of Black spots was done and circulated by the Transport Department with the assistance of the Police Department. As soon as the identification of black spots were informed by the PWD, temporary rectification of all the black spots

were carried out immediately and permanent rectification of Black spots, if any, would be carried out as per availability of budget.

2.2.2.2 Non-development of black spot management system

Paragraph number 5.4 of Rajasthan Road Safety Road Map-2020 envisaged that an independent technology-based solution customizing the integrated Road Accident Database (iRAD, an initiative of MoRTH, GoI) was to be developed wherein details of black spots would be stored and retrieved. The status of the black spots such as detailed project report preparation, work in progress, completed, pending, *etc.* were also to be updated by road owning agencies concerned. This data was to enable stakeholder departments to generate district wise, stretch wise reports on identified black spots along with their current status.

It was observed that no such system was developed in the State even after lapse of more than four years of the launching of Road Safety Road Map.

The GoR accepted the facts and replied (April 2025) that development of Black spot Management System has been taken up under World Bank funded Rajasthan Highways Modernization Project which is expected to be started in near future. It was further stated in September 2025 that the initiative was to be carried out by road-owning agencies, but it remained undeveloped. The Lead Agency would now coordinate with these agencies to ensure the development of the system.

2.2.3 Other road safety measures

The Road Safety Action Plan 2018-20 outlined several key measures to enhance road safety, including the improvement of junctions on highways and in populated areas, intending to reduce road hazards and improve overall traffic safety.

It was observed that 16,328 junctions² at highways were identified by PWD and NHAI as improper³ and were considered for rectification (speed calming measures⁴) during the period 2018-24. However, only 8,163 (50 *per cent*) junctions were rectified.

The GoR replied (September 2025) that traffic calming measures such as speed breakers, thermoplastic road markings and necessary road signs were being implemented at most junctions.

² A total of 15,527 improper junctions were identified by PWD, of which 7,421 junctions (47.79 *per cent*) could be rectified. Similarly, 801 junctions were identified by NHAI, of which 742 junctions (92.63 *per cent*) could be rectified.

³ Improper junctions refer to road intersections or crossings that are poorly designed, constructed, or managed, leading to confusion, traffic conflicts and a higher risk of accidents.

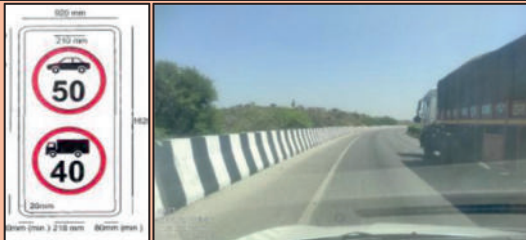
⁴ Speed calming measures, including physical (speed breakers, rumble strips, roundabouts) and non-physical (signage, road markings) interventions, are implemented at high-risk locations to reduce vehicle speeds and enhance road safety.

2.2.4 Deficiencies found in Road Infrastructure

The Rajasthan State Road Safety Policy, 2017 suggested to introduce, review, improve and maintain standards pertaining to safety in the design of roads and bring them in consonance with international best practices. Various road owning agencies⁵ were liable to construct and maintain the road infrastructure in the State.

Joint Physical Inspections of 33 roads (14 National Highways, 13 State Highways and six City roads) were carried out in selected districts for field study by the Joint Inspection Team comprising of members of Performance Audit Team, road safety consultants and district level representatives of PWD and NHAI to test check the road infrastructure in the State. Road geometric designs, traffic control signs, traffic control devices and compliance/violation of traffic rules, *etc.* were covered during the inspection. During inspection various deficiencies were noticed in the road infrastructure and evidences were collected using the Global Positioning System (GPS) based mobile camera. Brief of deficiencies are given in the **Table 2.3**.

Table 2.3: Brief of deficiencies found during the Joint Physical Inspection of Roads

1. Road Signs: According to the IRC 67:2015, road signs are to promote road safety and efficiency by providing the orderly movement of all road users on all roads. Road Signs are classified under three categories <i>i.e.</i> (i) Mandatory/Regulatory Signs ⁶ , (ii) Cautionary/Warning Signs ⁷ and (ii) Informatory/ Guide Signs ⁸ .	
Observation	
(i) At 506 locations, 13 National Highways and 13 State Highways mandatory/regulatory signs (such as Speed limit signs at 294 locations, Overtaking sign at 92 locations, U-turn sign at 9 locations and Curve sign at 111 locations) were missing. As can be seen in the photograph that on sharp curve speed limit sign board was missing on National Highway - 27 (Udaipur).	

⁵ National Highways Authority of India (NHAI), Public Works Department (PWD), Rajasthan, Rajasthan State Road Development & Construction Corporation Limited (RSRDC), Rajasthan Local Self Government, Rajasthan Urban Local Bodies (ULBs), *etc.*

⁶ Speed limit signs, Overtaking sign, U-turn sign, Curve sing, Junction sign, *etc.*

⁷ Optical hazard marking, Merging sign, School location sign, Gap in median, chevron sign, pedestrian sign, *etc.*

⁸ Petrol sign, Hospital sign, *etc.*

(ii) At 825 locations on 13 National Highways and 13 State Highways cautionary/warning signs boards (Optical hazard marking at 694 locations, merging sign at 23 locations, School location sign at 33 locations, Gap in median, chevron sign and pedestrian sing at 20 locations) were missing. As can be seen in the photograph that pedestrian marking found but pedestrian crossing sign board was missing on National Highway – 27 (Sirohi).



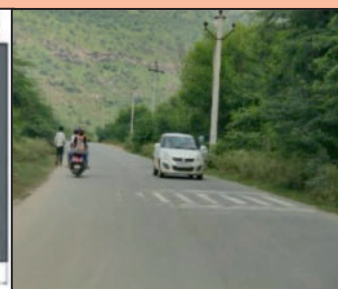
(iii) On all six inspected city roads, various road signs such as speed limit, school sign, pedestrian crossing sign, overtaking sign, no parking sign, *etc.* were missing at 23 locations and Optical Hazardous Markings (OHM) were missing at 51 locations.

2. Road Markings: According to the IRC 32:2015, Road markings are defined as lines, patterns, words except road signs which are applied or attached to the carriageway or kerbs⁹ or to objects within or adjacent to the carriageway for controlling, warning, guiding and informing the road users. Road Markings perform an important function of guiding and controlling traffic on a highway.

Observation

Road markings such as Centre line/Edge Marking, Merging/Diverging Markings, Kerb Marking and Road Studs¹⁰ were either not placed or not in accordance with IRC code.

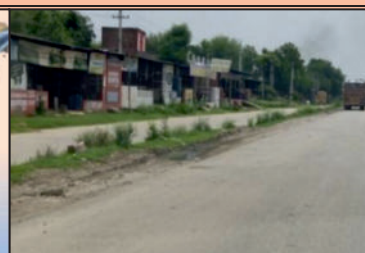
(i) Road Marking: At 148 locations on 13 National Highways and 13 State Highways Road markings (Road marking at 85 locations, merging/diverging markings at 49 locations, Kerbs marking at 14 locations) were not placed. As can be seen in the photograph that road markings were missing or faded on State Highway – 14 (Alwar).



3. Traffic Safety Barriers: According to IRC119:2015, Traffic Safety Barriers, also known as Crash Barriers, were to be provided on high-speed highways to prevent accidents when vehicles lose control and run off the road; especially at dangerous road sections with sharp curves, approaches to bridges with restricted roadway, high embankments, hazardous obstacles such as poles, trees and bridge structural elements.

Observation

Road edge Barriers/Crash Barriers: At 205 locations on 14 National Highways and five State Highways were missing or broken. As can be seen in the photograph that road edge barriers / crash barriers were missing on National Highway – 48 (Jaipur).



4. Unauthorized Access/Gap in Median: According to IRC 119: 2015, Median Barriers are those that are provided in the Medians of highways. They accordingly protect the traffic on both the carriage ways. They are intended to prevent heads on collisions caused by out of control vehicles jumping across the medians.

⁹ Kerbs are raised edges that separate the pavement from the road on a highway.

¹⁰ Road studs are small reflective devices that are used to mark the edges and lanes of highways to help improve visibility and guide drivers.

Observations	
Unauthorized Access/Gap in Median: At 67 locations on ten National Highways and one State Highway, unauthorized access points in the medians were found, which were utilized by road users for crossing the roads or trespassing to the other side of the carriageway, posing a risk of accidents. As can be seen in the photograph that median barriers were missing on unauthorized gap on National Highway – 21 (Dausa).	
5. Junctions: According to IRC 67: 2022, sign boards were to be placed at Junctions <i>i.e.</i> an intersection or a point where two or more roads meet or cross each other.	
Observations	
It was found that at 87 locations, the junction warning signboards (T-junctions, Y-junctions, or crossroads) on seven National Highways and six State Highways were missing. It can be seen in the photograph that junction sign board was missing on National Highway – 27 (Sirohi).	 

The Transport Department did not have a mechanism to inspect the road in time bound manner to inform the road owing agencies to remove the deficiencies and to monitor the improvement in road infrastructure.

The GoR, accepted the facts and replied (April 2025) that it is a continuous process and instructions were being circulated time to time to field offices in this regard. It was further stated (September 2025) that all road-owning agencies were required to audit the existing road network and implement remedial measures. Road safety audits were ongoing, but auditing over three lakh kilometres and taking remedial action was a time-consuming process.

2.3 Issuing of driving licence

Drivers of motor vehicles are primary users of the roads. Drivers' fault is one of the most significant cause of road accidents and leads to 79 *per cent* of total road accident fatalities. Therefore, proper evaluation of driving skills of an individual applying for driving licence is of paramount importance in road safety. Quality driving schools, stringent driving tests are pre-requisites for ensuring competence of drivers before issuance of driving licences. To qualify for getting a driving licence, the applicant has to pass an online test with respect to traffic laws for learning licences and thereafter physical driving test on a prescribed track for permanent licenses. Availability of a well-designed and maintained testing track is pre-requisite to administer proper driving test.

As per Section 9(3) of Centre Motor Vehicle Act, 1988, no driving licence shall be issued to any applicant unless he passes such test as prescribed by the Central Government. Norms of such test are prescribed in Rule 15 of Central Motor Vehicle Rules, 1989. The test was to be taken mandatorily on driving

tracks¹¹ in compliance the order dated 2 February 2009 of the Transport Department.

To enhance the efficiency and transparency of the driving competence test, the Transport Department decided to establish Automated Driving Testing Tracks for conducting driving tests prior to issuing licenses. The Automated Driving Testing Tracks features an innovative camera-based system using image and video analytics to objectively evaluate applicants' driving skills without human intervention. It records test history and generates computerized reports with key parameters such as direction, reversing, stopping, track deviation, duration and speed capabilities absent in manual systems. In September 2017, the Road Safety Steering Committee approved ₹ 39 crore from the Road Safety Fund for the construction of automated driving tracks at 37 Regional Transport Offices/District Transport Offices.

A review of records and information revealed that automated driving tracks were established at only 13 RTO/DTO¹² offices even up to March 2025. However, the remaining 24 offices had yet to be equipped with automated driving tracks, despite more than seven years having passed since the project was approved. The 13 automated driving tracks remained functional only up to March 2023. Thereafter, these automated driving tracks could not be operationalized due to non-extending the Memorandum of Undertaking (MoU) with a Company for automated operation of these tracks. As on March 2023, driving licenses were being issued by 82 transport offices¹³ in the State.

Further scrutiny of data revealed that automated tracks were more efficient in assessing the driving competence of drivers as over two *per cent* of applicants were declared failed during the period 2022-23 at the offices with automated driving tracks. Whereas, only 0.18 *per cent*¹⁴ and 0.32 *per cent*¹⁵ of applicants were declared failed in 17 offices with manual tracks and 30 offices with no tracks respectively. Furthermore, there were 24 offices (15 offices without any track and nine offices with manual tracks) where all applicants were declared passed in driving test on the first attempt.

The situation was alarming as highest number (34.45 *per cent*) of licences were issued during 2022-23 by those 44 offices which had no testing track, which was in contravention to the Transport Department order dated 2 February 2009 *ibid*. Therefore, without checking/testing the driving ability, the driving licences were being issued. Track wise details of licences issued during the period of 2022-23 are given in the **Table 2.4**.

¹¹ A well-designed driving track includes 'S' bend, symbolic traffic signals and lights *etc.* to check competence of applicant.

¹² RTO: Alwar, Bharatpur, Bikaner, Chittorgarh, Dausa, Kota, Jaipur, Jodhpur, Plai, Sikar and Udaipur. DTO: Deedwana and Jhalawar.

¹³ 13 offices with automated driving tracks, 25 offices with manual tracks and 44 offices without track.

¹⁴ Only 969 out of 5,34,829 applicants were declared failed in offices with manual tracks.

¹⁵ Only 1,742 out of 5,47,345 applicants were declared failed in offices without any track.

Table 2.4: Driving Track wise details of licences issued during 2022-23

S. No.	Type of track	Number of offices	Number of licences issued
1	Automated Driving track	13	2,15,694
2	Manual Driving Track	25	2,32,448
3	No Track available	44	2,35,557
Total		82	6,83,699

Source: Information provided by the Transport Department and SARATHI dashboard

The above details showed that the Transport Department failed not only to establish the automated driving tracks as planned, but also to maintain already established tracks and made them operational.

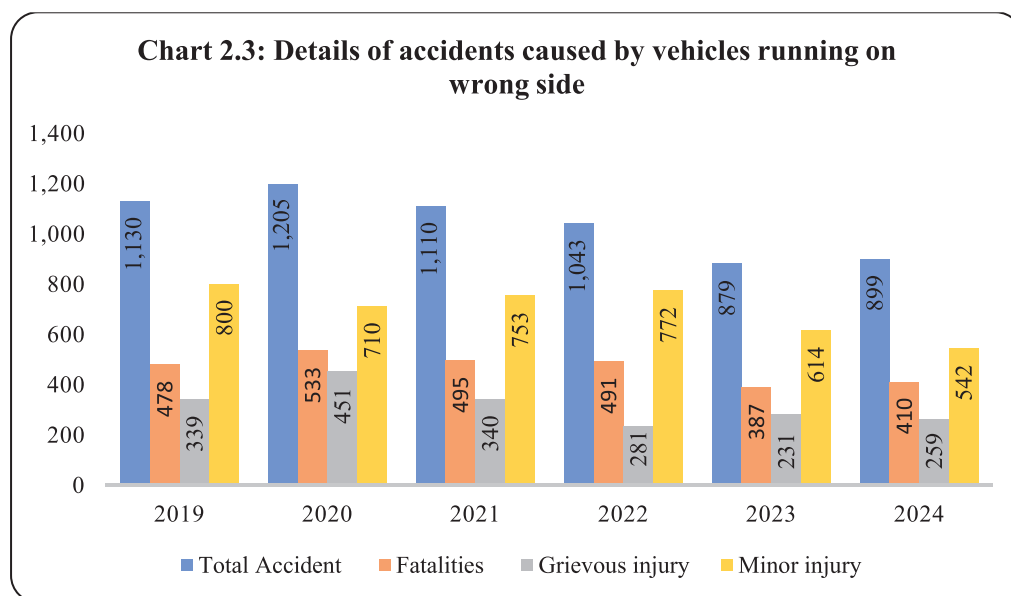
The GoR, accepted the facts and replied (April 2025) that the Department is in process of establishing the automated driving tracks and these were expected to be established soon.

2.4 Wrong side driving

As per Section 184 of the CMV Act 1988, driving vehicles against the authorised flow of traffic and violation of any stop sign¹⁶ are considered as offences of dangerous driving. Vehicles plying on the wrong side and no entry areas reveals a significant breach of traffic rules and safety regulations and increases likelihood of accidents posing a serious risk to the safety of drivers, passengers and pedestrians. As per Section 184 (e) of CMV Act, 1988, driving against the authorised flow of traffic is a non-compoundable offence. Imprisonment for six months (extendable up to one year) or fine of ₹ 1,000 (extendable up to ₹5,000) or both for first time offence and imprisonment of six month (extendable up to two years) or fine of ₹ 10,000 or both for subsequent offence has been prescribed in this Section.

The details of accidents caused by vehicles running in the wrong direction are given in the **Chart 2.3**.

¹⁶ As per Rajasthan Motor Vehicle Rules, 1990 stop sign on road surface is a line painted or on inlaid into the surface of any road at the approach to a road junction or to a pedestrian crossing or otherwise, no driver shall drive a motor vehicle so that any part thereof projects beyond that line at any time when a signal to stop is being given by a Police or Transport Officer or by means of traffic control lights or by a traffic sign.



Source: Information provided by the Police Department¹⁷.

It can be seen from the **Chart 2.3** that a total of 6,266 accidents claiming the lives of 2,794 individuals happened during the period 2019-24 due to vehicles running on wrong side.

During Joint Physical Inspections of the selected roads, wrong side driving was observed at 77 locations across inspected stretches of 11 roads. Despite the severity of this issue, data from the Police Department shows that 15,22,460 challans were issued for wrong side driving between 2018-19 to 2024-25 across the State. However, the Transport Department did not issue a single challan for this violation during the same period.

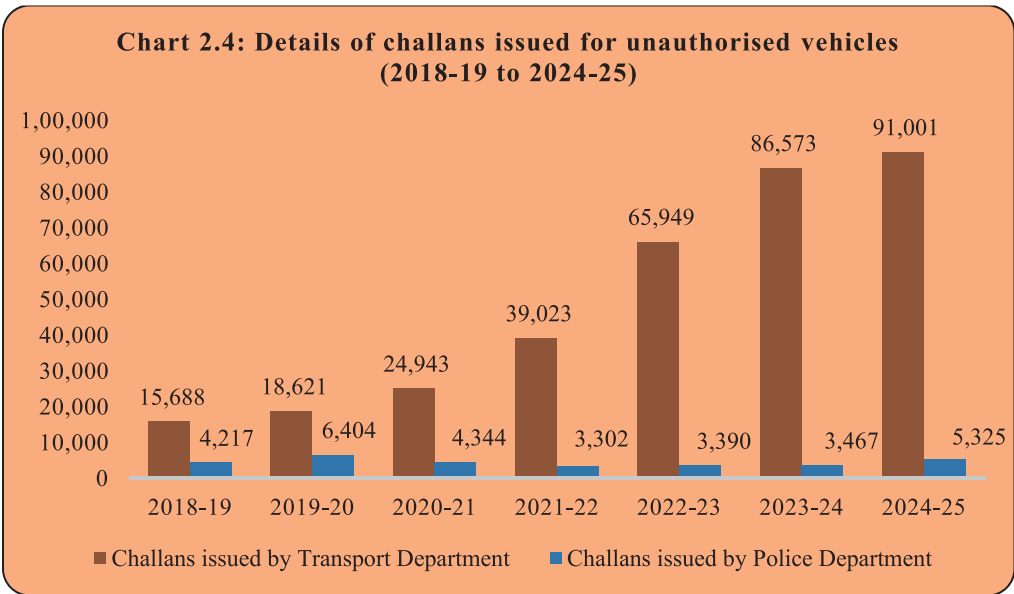
The GoR accepted the facts and replied (April 2025) that enforcement is a regular work being done by Police, Transport and Road Safety Department. It was further stated (September 2025) that regular and stringent action would be ensured to prevent wrong side driving.

2.5 Prohibition of unauthorized/customized vehicles

As per Section 39 of the Motor Vehicles Act, 1988, only registered vehicles with valid permits are permitted to operate on public roads, while Section 52 permits alteration of vehicles only with prior approval of the Registration Authority. According to an order issued by the Transport Department (April 1996) under the provisions of the CMV Rules, 1989 and RMVT Act, 1951, illegally manufactured vehicles such as 'Jugad,' cannot be registered. For ensuring public safety and compliance, such vehicles were required to be seized and dismantled and thereafter auctioned in parts separately under Section 207 of the MV Act and Section 17 of the RMVT Act.

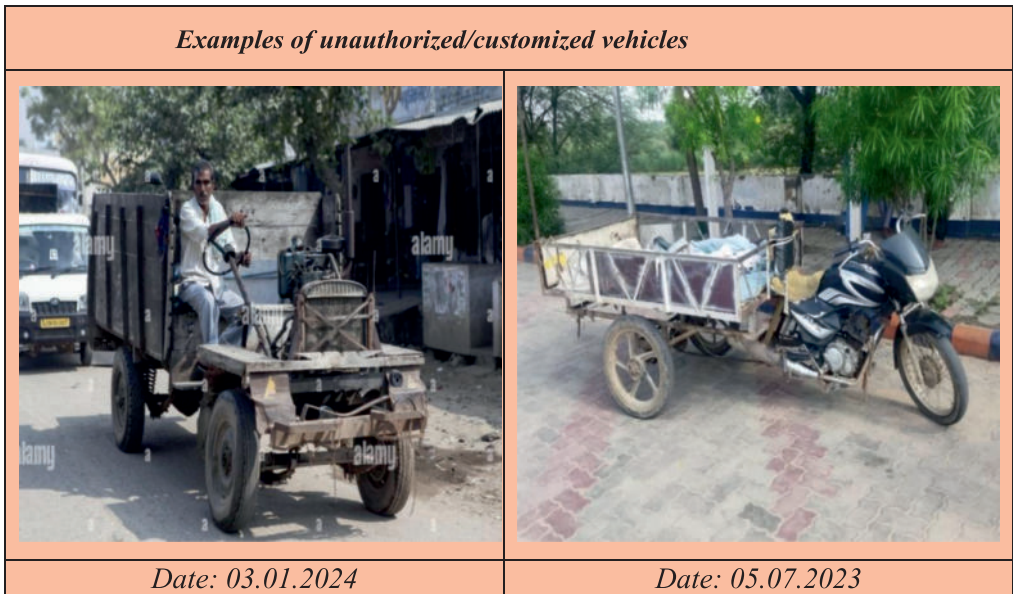
¹⁷ Information for the period 2018 was not provided.

Scrutiny of information regarding challans revealed that a number of unauthorized/customized vehicles were plying on roads. The details of challan issued by Transport and Police Department are shown in the **Chart 2.4**.



Source: Information provided by the Transport and Police Department.

As seen from the **Chart 2.4**, 3,72,247 challans were issued by the Transport Department and the Police Departments against unauthorized vehicles during 2018-19 to 2024-25, The rising number of challans indicates increase in plying of unauthorized vehicles. Despite being sought (July 2024), no details regarding dismantling or auctioning of such vehicles were provided by the Transport Department. This reflects failure of both Transport and Police Departments to effectively enforce orders, resulting in continued operation of unauthorized/customized vehicles, violation of traffic laws and increasing accident risks.



Source: Photograph taken by Audit team during physical inspection of selected roads.

The GoR replied (April 2025) that according to Police Department, a total 12,228 challans were made against vehicles plying without registration/permit and 18,333 vehicles were seized, whereas a total of 4,775 challans were made against customized vehicles and 2,749 vehicles were seized in the State during the years 2018 to 2023. It was further stated (September 2025) that the Transport Department had made challans of 110 customized vehicles of which 65 vehicles had been dismantled and 36 had been seized during 2018 to 2025.

However, no information about dismantling and auction of seized vehicles was provided by the Police Department. Besides, only 65 vehicles were dismantled and 36 were seized by the Transport Department.

2.6 Measures to enforce speed regulations and other traffic violations

As per MoRTH's annual reports, majority of road crash deaths happened on National Highways and State Highways. Over speeding is one of the major cause of deaths.

2.6.1 Interceptors and Highway Patrol Vehicles on National and State Highways

Road Safety Action Plan 2018-20 envisaged deployment of interceptors at every 50 kilometre on National Highways and State Highways in the State in phased manner by 2020 to effectively enforce the speed regulation and check other traffic violations to curb the fatal road crashes. As provisioned, the number of interceptors with the Police Department were to be increased from 64 in the year 2017 to 388 up to the end of the year 2020.

Further, it was decided in Rajasthan Road Safety Road Map-2020, that the highway patrol vehicles of the Police Department would be stationed on the stretches of National and State Highways across the State within a distance of 50 kilometres each with the aim to remove damaged vehicles involved in the road accidents, to check over speeding and to help road accident victims at accident spot as first responder.

It was observed that only 74 interceptors were functional against required 563 Interceptors¹⁸. Similarly, only 63 Highway Patrol Vehicles were functional in place of 563 vehicles in the State (as of October 2024). Hence, instead of deployment of interceptors and highway patrol vehicle each within a distance of 50 kilometres of both National Highways and State Highways, these vehicles were deployed at an average distance of 381 kilometres and 447 kilometres respectively.

Given the fact that 63,882 accidents (46.73 per cent of total accidents) and 36,367 fatalities (56.37 per cent of total fatalities) happened on National and

¹⁸ Number of vehicles required: National Highway 10,790 kilometer + State Highway 17,376 kilometer = 28,166 kilometer/50 kilometer = 563

State highways during the period 2019-24, the Police Department failed in deployment of interceptors and highway patrol vehicles as planned in the Road Safety Action Plan and Road Map.

The GoR replied (April and September 2025) that a total of 47 interceptors were procured from road safety funds which are currently being used on National and State Highways. It was further stated that the State is now focusing on implementation of electronic enforcement on high risk and high density corridors and cities having population more than five million to reduce manual intervention.

2.6.2 Speed governors in transport vehicles

As per Rule 118 of Central Motor Vehicle, all transport vehicles shall be fitted with speed governors (speed controlling devices). The speed governor shall be so set that vehicle is incapable of being driven at a speed in excess of the maximum pre-set speed of the vehicle. Further, it was also decided to ensure the fitment of speed governor in prescribed vehicles in the Road Safety Action Plan 2018-20. Information provided by the selected RTOs/DTOs is given in the **Table 2.5**.

Table 2.5: Details of transport vehicles registered and fitted with speed governors in six test checked districts during the period from 2018-19 to 2024-25

Name of districts	Total number of transport vehicle registered during the period	Total number of transport vehicles fitted with speed governor	Percentage (of vehicles fitted with speed governor)
Udaipur	22,166	20,889	94.24
Alwar	11,892	11,892	100.00
Dausa	18,590	4,092	22.01
Tonk	8,634	3,102	35.93
Sirohi	4,419	2,673	60.49
Sri Ganganagar	9,254	9,254	100.00
Total	74,955	51,902	69.24

Source: Information provided by selected RTOs/DTOs.

It can be seen from the **Table 2.5** above that fitting of speed governors in 100 per cent transport vehicles was ensured in only two districts (Alwar and Sri Ganganagar), whereas in remaining four districts (Dausa, Tonk, Sirohi, Udaipur) transport vehicles ranging from 22.01 per cent to 94.24 per cent only were fitted with the speed governors. Thus, a number of 23,053 transport vehicles (out of 74,955 vehicles) were registered without ensuring the fitment of speed governors in four test checked districts during the period 2018-19 to 2024-25. However, state-wide information on transport vehicles registered and vehicles equipped with speed governors was not made available to audit.

The Government replied (April 2025) that entry in registration certificate regarding installation of speed governor is being done in respect of newly registered vehicles, whereas fitment of speed governors in older vehicles was ensured by the Department at the time of re-registration/renewal of fitness of the vehicles. Besides, checking of speed governors was being done through regular enforcement activity by the flying squads of the Department.

It was further stated (September 2025) that during the period 2018-19 to 2023-24, the Transport Department inspected 23.51 lakh transport vehicles for installation of speed governors. Of these, 23.12 lakh (98.34 *per cent*) vehicles were found equipped with the device, 22.95 lakh devices were found functional, while tampering was detected in 0.17 lakh vehicles.

However, issuance of 58,681 challans for non-installation/non-functionality of speed governors highlights the vulnerability and ineffectiveness of this critical device during the period (2019 to 2024).

Given the fact, that over speeding is the leading cause of accidents in the State. An analysis of fatal road accidents from 2019 to 2024 revealed that 82.20 *per cent* of fatalities were due to over speeding. The Department failed not only to comply with the provisions of the Central Motor Vehicle Rules but also to enforce the Road Safety Action Plan in the State. Without the mandatory installation of speed governors in transport vehicles, effective speed control measures could not be implemented.

2.7 Integrated Traffic Management System

Strict enforcement of traffic regulations is a prerequisite for safer roads. Considering the length of roads and increasing number of vehicles it is practically impossible to enforce rules of law through physical deployment of police personnel's only. To address this, the Road Safety Action Plan 2018-20 proposed the establishment of an Integrated Traffic Management System (ITMS) across all districts in phases by 2020. ITMS involves the installation and use of advanced technologies, such as Closed-Circuit Television (CCTV), Automatic Number Plate Recognition (ANPR) cameras, speed guns and devices for detecting over-speeding (OSVD) and red light violations (RLVD). These systems monitor traffic violations effectively, with data integrated into the '*e-challan Traffic Enforcement Solution*' to issue notices to violators in a seamless, non-intrusive manner.

Automatic Number Plate Recognition (ANPR) System with Speed Detection Cameras

To enhance road safety and to enforce traffic regulations, Police Department sent a proposal (October 2018) to Road Safety Cell for installation of 60 Automatic Number Plate Recognition (ANPR) cameras with speed detection capabilities at 10 identified locations of National Highway No. 48 (between Jaipur to Kishangarh) in the first phase during the years 2019-20 and 2021-22. The main objective of installation of these cameras was to prevent road accidents at national highways by identifying the traffic violations and issuance challans. The proposal was approved by the Road Safety Steering Committee in its meeting (held in August 2019), with a partial revision to install ANPR cameras at various locations of NH from Jaipur to Bhilwara instead of Jaipur to Kishangarh on the same route and an amount of ₹ 8.86 crore was sanctioned from Road Safety Fund for procurement and installation of ANPR cameras during the year 2020-21. Thereafter, the issue was consistently discussed in subsequent meetings of Steering Committee held in June 2020 and July 2021. Moreover, the sanctioned amount for the purpose

was increased from ₹ 8.86 crore to ₹ 9.58 crore in the meeting held in July 2021.

However, the ANPR cameras had not been procured by the Police Department even after a lapse of more than six years of the issuance of the required approval and sanction of funds from Road Safety Fund.

The Police Department replied (May 2023) that the project could not be implemented due to COVID outbreak during 2020-21 and lack of approval from the Department of Home, GoR during 2021-22. Thereafter, the project was to be implemented on Public Private Partnership (PPP) mode by Road Safety Cell as announced in the budget declaration 2021-22. As per the reply of the Transport Department the projects¹⁹ for implementation of ITMS on five National Highways/Expressways was under progress.

Thus, the project approved in 2019-20 and thereafter revised in subsequent meetings with enhanced sanctioned amount, was not implemented. Audit noted that the ANPR cameras were installed at two highways only in the State by the NHAI.

The GoR replied (September 2025) that the ITMS and allied technology solutions are still evolving. Identification of suitable locations, selection of solutions, procurement, installation, commissioning, integration with e-challan and generation of challans was a long process that requires significant time. Installation of ITMS on three NH stretches (NH-48, NH-52 and NH-25) was initiated by the State Government under a Budget Announcement (2024-25), through the PM Gati-Shakti Scheme. Installation was currently in progress and is likely to be completed soon. Further, ITMS installation was also underway under the World Bank-funded RSHDP-II project on other five State Highway stretches.

However, the reply was silent about installation of ANPR cameras on the selected stretch (Jaipur to Bhilwara) approved from Road Safety Fund.

Conclusion

The audit findings highlight that despite the formulation of the Rajasthan State Road Safety Policy (2017), Road Safety Action Plan (2018–2020) and subsequent Road Safety Road Map (2020), the implementation had been far from satisfactory. While the Government of Rajasthan had demonstrated intent to reduce road fatalities through successive plans and initiatives, shortfall against the target set for reduction in number of accident fatalities indicates towards persistent gaps in enforcement and infrastructure management.

¹⁹ ITMS on three National Highways in Rajasthan (Shahjahanpur to Ajmer, Sikar to Bikaner and Bar Bilada to Jodhpur) have been approved under the Prime Minister Gati Shakti Scheme and ITMS on Delhi-Mumbai Expressway and Amritsar-Jamnagar Expressway have been implemented by National Highways Authority of India (NHAI).

Critical shortcomings were observed in the conduct of tri-stage Road Safety Audits, rectification of black spots and deficiencies noticed in road infrastructure related to road safety.

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.

Delay in installation and use of advanced technologies such as Automatic Number Plate Recognition (ANPR) System with Speed Detection Cameras, lack in establishment of Automated Driving Testing Tracks have further weakened monitoring and enforcement mechanisms.

Overall, these shortcomings highlight systemic gaps in governance, planning and accountability that have impeded effective implementation of road safety measures.

Recommendations

The Government/Department may consider:

- 1. 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.*
- 2. Establishment/operationalization of automated driving test tracks in all licence issuing offices for transparent licence testing.*
- 3. Install ANPR with speed detection cameras on high-risk stretches integrated with e-challan systems to strengthen monitoring and enforcement mechanism.*
- 4. 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.*
- 5. 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.*

CHAPTER-III

Chapter III

Post Crash Management

As per 'Manual on National Emergency Life Support' issued (February 2022) by Ministry of Health and Family Welfare, GoI, Emergency Care System extends from care at accident point, through transport and emergency unit care. Pre-hospital care forms the earliest link in the chain of care and is the first avenue for the community to access trained healthcare providers. Efficient pre-hospital system can play a pivotal role in effective utilization of platinum minutes and golden hour in trauma and emergencies. The major benefits of the same are realized, when the timely provisions of care can limit or halt the cascade of events that otherwise quickly leads to death or lifelong disability of patients. Besides, it forms an important component of the armory in tackling mass casualty and disaster incidents. Scrutiny of records revealed following deficiencies in post-crash response management:

3.1 Ambulance Services

It is a well-accepted fact that a patient who receives basic care from trained professionals and is transported to the nearest healthcare facility within 15-20 minutes of an emergency has the greatest chance of survival. Attending the accident victims during the 'Golden Hour'¹ and the 'Platinum Ten Minutes' is vital for providing Emergency Medical Services. It is an essential part of the overall healthcare system as it saves lives by providing care immediately. The GoR, initiated (September 2008) Emergency Response Services popularly known as "108 Ambulance service project" under National Rural Health Mission. It is being run in Public Private Partnership (PPP) mode in the State. At present (May 2025) 1,048 ambulances with life support system are functional under '108' Ambulance Services in the State.

3.1.1 Transportation of accident victims

As per conditions of operation and management of 108 emergency services in Rajasthan, response time for ambulances in Urban, Rural and Desert areas were prescribed as 20, 30 and 40 minutes respectively. Details of ambulance (functional under 108) called/approached, arrival of ambulances at the accident spots, numbers of road accident victims attended and number of road accident victims transported to the nearest hospital are given in the **Table 3.1**.

¹ Golden Hour :- In emergency clinical care, the "Golden Hour" refers to the critical first 60 minutes after a traumatic injury.

Table 3.1: Details of ambulances called/approached, reached at accident spot and road accident victims transported to the nearest hospitals

Year	Number of cases in which ambulance approached/called	Number of cases wherein ambulance reached at accident spots	Number of cases wherein ambulance did not reach at accident spots		Number of cases wherein road accident victims transported to the nearest hospital	
			Number	Per cent	Number	Per cent
2018-19	88,711	84,919	3,792	4.27	63,030	74.22
2019-20	89,086	76,034	13,052	14.65	70,800	93.12
2020-21	64,335	55,312	9,023	14.02	51,905	93.84
2021-22	59,711	51,504	8,207	13.74	47,309	91.85
2022-23	85,905	79,579	6,326	7.36	73,535	92.40
2023-24	91,237	88,679	2,558	2.80	80,833	91.15
2024-25	1,06,905	1,02,971	3,934	3.67	97,045	94.24
Total	5,85,890	5,38,998	46,892	8.00	4,84,457	89.88

Source: Information provided by the Medical & Health Department.

The **Table 3.1** shows that in 92 *per cent* cases ambulances reached at accident spot where as in 46,892 cases (8.00 *per cent*), ambulances did not reach the accident sites despite being called.

Audit also noticed that ambulances were not reached at the accident spots within the stipulated time as shown in the **Table 3.2**.

Table 3.2: Details of cases where the ambulance reached at accident spots beyond the stipulated time

Year	Number of cases where the ambulance reached at accident spots beyond 20 minutes (in Urban Areas)	Number of cases where the ambulance reached at accident spot beyond 30 minutes (in Rural Areas)	Number of cases where the ambulance reached at accident spot beyond 40 minutes (in desert Areas)	Total	Per cent (of cases wherein ambulances reached at accident spots i.e column no. 3 of table 3.1)
2018-19	1,394	2,605	111	4,110	4.84
2019-20	2,078	3,567	161	5,806	7.64
2020-21	1,985	4,074	147	6,206	11.22
2021-22	1,668	3,039	124	4,831	9.38
2022-23	835	1,385	72	2,292	2.88
2023-24	336	482	39	857	1.00
2024-25	126	204	25	355	0.34
Total	8,422	15,356	679	24,457	4.54

Source: Information provided by the Medical and Health Department

The **Table 3.2** indicates that in 95.46 *per cent* cases ambulance reached the accident spot within the stipulated time whereas in 24,457 cases (4.54 *per cent*), ambulances reached the accident sites after the stipulated response time.

Audit further observed that out of 4,84,457 cases wherein road accident victims were transported to the nearest hospital, there were 4,01,614 (82.90 *per cent*) cases where accident victims were transported to the nearest hospital within the golden hour. Whereas, there were 82,843 cases (17.10 *per cent*),

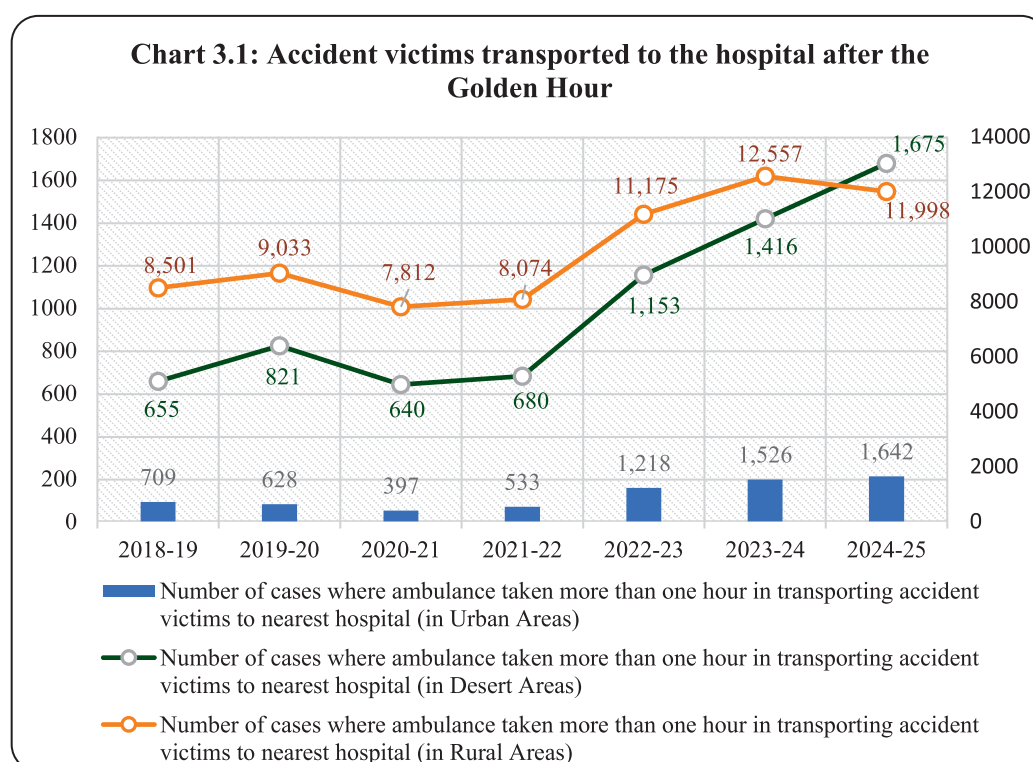
where road accident victims were taken to the nearest hospital after the "golden hour" during the period 2018-19 to 2024-25. The details are shown in **Table 3.3**.

Table 3.3: Details of cases where the road accident victims were transported to nearest hospital within and after golden hour

Year	Total cases wherein road accident victims were transported to nearest hospital	Total cases wherein road accident victims transported to nearest hospital within golden hour	Total cases wherein road accident victims transported to the nearest hospital after golden hour
2018-19	63,030	53,165	9,865
2019-20	70,800	60,318	10,482
2020-21	51,905	43,056	8,849
2021-22	47,309	38,022	9,287
2022-23	73,535	59,989	13,546
2023-24	80,833	65,334	15,499
2024-25	97,045	81,730	15,315
Total	4,84,457	4,01,614	82,843

Source: Information provided by the Medical & Health Department

The **Table 3.3** shows that 80.37 per cent to 85.15 per cent road accident victims were transported to the nearest hospitals within golden hour. Further, area wise bifurcation of accident cases where accident victims were transported to the nearest hospitals after the golden hour is given in **Chart 3.1**.



Source: Information provided by the Medical & Health Department

The **Chart 3.1** shows that 83 *per cent* of cases, where accident victims were transported to the nearest hospitals after the golden hour were pertaining to the rural areas.

The GoR replied (September 2025) that delay in 108 Ambulance response occurred as the nearest ambulances were engaged in other cases, requiring deployment of the next available unit. In rural and desert areas, longer distances between ambulance and caller locations also increased travel time.

3.1.2 Integration of Private and NHAI Ambulances with Government Emergency System

To enhance the outreach of emergency services in the State, the private ambulances and ambulances of NHAI were to be integrated with Government Emergency Services *i.e.* 108.

It was noticed that 130 ambulances of NHAI had been integrated with Government Emergency Services *w.e.f.* February 2025 but with a significant delay. However, private ambulances had not been integrated even after elapse of more than five years of the launching of Road Map 2020.

The GoR replied (September 2025) that the Transport and Road Safety Department had finalized and communicated the rates for different ambulance categories to NHM, Medical & Health Department. Further action on integration was pending with NHM, Medical & Health Department.

Despite the fact that the State consistently ranked 5th and 6th in road accident fatalities during the period 2018 to 2023, the Medical & Health Department delayed the integration of the ambulances of NHAI and was not able to integrate the private ambulances (September 2025).

3.2 Basic Life Support Training Centres

As per the manual on National Emergency Life Support issued (February 2022) by Ministry of Health and Family Welfare, GoI, Basic Life Support (BLS) is the foundation for saving lives after accident. The main objectives of BLS training are to understand chain of survival, to assess the responsiveness of the victim, to perform basic life support in adult, pediatric and pregnant victims, to know how to perform Cardiopulmonary Resuscitation (CPR) and high-quality CPR and its role in survival, *etc.* Further, First Responder Manual developed by 'Jai Prakash Narayan (JPN), Apex Trauma Centre, AIIMS, New Delhi', *inter alia* include the ways to be adopted while taking care of road trauma victims by a first responder.

As per Road Safety Action Plan 2018-20, a BLS Training Centre was to be established at SMS Medical College Trauma Centre in association with JPN Apex Trauma Centre, AIIMS, New Delhi. Further, a total of seven² BLS Training Centres were to be established at all divisional headquarters by 2020.

² Jaipur, Ajmer, Jodhpur, Bikaner, Udaipur, Kota and Bharatpur.

It was observed that BLS Training Centers along with skill labs were established (up to April 2025) in Jaipur, Ajmer and Jodhpur only. Training in Basic Life Support and capacity building was provided to 6,586 and 5072 persons respectively at these Centres.

The remaining four divisional headquarters³ did not have any training centres. As first responders are crucial for providing immediate care to road accident victims before they reach the hospital, the absence of these centres means the planned initiative was not carried out.

The GoR replied (April 2025) that instead of divisional headquarters, now the Department intends to establish BLS Training Centres in 41 districts of the State which would be established in phased manner. In the first phase, funds for nine⁴ BLS Training Centres have been sanctioned from the dedicated Road Safety Fund.

3.3 Trauma Care Policy

With a view to provide Emergency Care and Medical Services for road accident victims, the Rajasthan State Road Safety Policy-2017 stipulates that the Government will make sincere efforts to ensure that all persons involved in road accidents benefitted from speedy, sufficient and effective trauma care and management. Both pre-hospital care and hospital-based injury management shall be provided to crash victims through a comprehensive Trauma Care Policy. The Government would provide and improve sufficient emergency medical service response and steps shall be taken for training human resources and creating faculties. Further, Rajasthan Road Safety Action Plan 2018-20 also envisaged to develop a Trauma Care Policy to facilitate the road accident victims.

Scrutiny of records revealed that Trauma Care Policy was not developed in the State to facilitate the accident victims. The Transport Department replied (August 2023) that instead of a Trauma Care Policy, Rajasthan Accident and Emergency Care Initiative (RAECI) as proposed by Medical & Health Department, had been incorporated in Road Safety Road Map 2020. Thereafter it was intimated (April 2024) that establishment of Mukhyamantri Accident and Emergency Care Initiative (MAECI) was further proposed in place of RAECI, which had still not been fully implemented. However, the detailed scheme document was not provided to audit.

Thus, the State Government had neither finalized the Trauma Care Policy nor implemented the alternate MAECI Scheme. In absence of a robust policy/initiative, planning for trauma care and implementation of various road safety measures could not be ensured. Resultantly the target of reduction of road accident fatalities could not be achieved.

³ Bikaner, Udaipur, Kota and Bharatpur.

⁴ Bharatpur, RUHS Jaipur, Bhilwara, Dungarpur, Pali, Churu, Jhalawar, Ajmer and Udaipur.

The GoR replied (September 2025) that development of Trauma Care Policy had been incorporated in 10 years Road Safety Strategy and Action Plan (2024-33).

3.4 Establishment of Trauma Stabilization Unit/Primary Trauma Centers at existing Health Centers.

In the Road Safety Action Plan 2018-20, it was planned to upgrade existing Community Health Centres (CHCs) as Trauma Stabilization Unit (TSU) during 2018-20 with an aim to provide timely and effective trauma care to all affected by the road accidents, as well as to reduce the number of fatalities in road accidents. Accordingly, the GoR announced in budget speeches (2019-20 to 2021-22) to upgrade 100 CHCs as Trauma Stabilization Unit/ Primary Trauma Centers. These CHCs were identified on the basis of maximum fatality rate in road accidents and minimum 30 kilometers distance from the existing Trauma Centers/District Hospitals.

The Medical Department considered (December 2018) 49 types of equipment⁵, (36 Medical Equipment and 13 General Equipment) (**Appendix-3**) as essential to be placed/equipped in Trauma Stabilization Unit/ Primary Trauma Centre. Based on the proposal of the Medical Department, a total of ₹ 24.80 crore (₹ 2.90 crore) for civil works and ₹ 21.90 crore) for procurement of equipment) was sanctioned (between October 2019 and November 2021) from the Road Safety Fund for civil works and procurement of equipment. Under the civil works the existing emergency rooms were to be renovated and developed as trauma care rooms. It was also decided that deployment of manpower in a TSU/PTC would be ensured as per Indian Public Health Standards (IPHS), norms⁶. IPHS norms, stipulates that four types of specialty services *i.e.* General Surgeon, Physician, Obstetrician & Gynaecologist and Anaesthetist along with other required staff for taking care of emergency cases were essentially required.

It was observed during audit that even after lapse of two to four years of budget announcement, only civil works for upgradation could be completed, whereas medical equipment were pending to be procured and made available to identified TSUs/PTCs. The Transport Department stated that purchase orders for 22 out of 49 equipment had been issued and tender process for remaining equipment was being proceeded through GeM Portal. Regular correspondence with the Medical & Health Department was being done for procurement of equipment. Updated position regarding purchase of equipment was called for, however, specific reason is awaited (June 2025).

⁵ Such as Automated External Defibrillator (AED), OT (Operation Theater) Lighting, Multi Para Monitor, ECG three channel machine, Cardiology High Frequency Machine and Ventilator *etc.*

⁶ IPHS are a set of uniform standards (Published in 2007 under National Health Mission) envisaged to improve the quality of health care delivery in the country. The standards have been used as the reference point for public health care infrastructure planning and upgradation in the States/UTs.

During Joint Physical Inspection of 13 selected TSUs/PTCs, it was found that only nine to thirteen general⁷ types of equipment could be provided to these centres. It was noticed that Rajasthan Medical Services Corporation Limited (RMSCL) did not expedite the process of procuring the equipment. Therefore, other medical equipment essential for life saving of the accident victims were not provided to the TSUs/PTCs.

Audit further noticed that instead of upgradation of existing emergency room other civil works were done which could not be used as TSUs/PTCs and some instances of irregular civil works noticed during joint physical verification are discussed below:

	
In PTC, Jamavaramgarh (Jaipur) and PTC Uniyara, Tonk: A separate room was constructed which was lying unutilised instead of upgradation of existing emergency room.	PTC, Bassi (Jaipur): Aluminum partition work was done in a space adjoining to the emergency room which was being utilized for Chiranjivi Health Scheme Counter.
	
PTC, Reoder (Sirohi): Instead of renovating/upgrading existing emergency room, shed and flooring work was carried out in a separate outside corridor which was not usable for emergency care.	PTC, Baswa (Dausa): The civil work was carried out in a separate room instead of existing emergency room, which was not usable for emergency care.

⁷ Oxygen Regulator, Patient Stretcher trolley, Kidney Tray, Revolving Stool, Digital Thermometer, Wheel Chair, Examination Table, Instrument trolley, Glucometer, Weighing Machine, Nebulizer, B.P Instruments, Stethoscope *etc.*

Further, there was shortage of general surgeon, physician, obstetrician & gynecologist, medical officer and nursing staff ranged between seven *per cent* and 58 *per cent* details are given in the **Appendix-4**.

The GoR replied (September 2025) that civil works for establishing Trauma Stabilization Units/Primary Trauma Centres had been completed. Whereas, out of 49 equipment items, 26 had been procured and the remaining were under procurement by RMSCL. Further, 15 out of 100 CHCs had been upgraded to Level-III Trauma Centres, while the remaining Trauma Stabilization Units/Primary Trauma Centres were functional without upgradation.

3.5 Strengthening of Trauma Centres in Hospitals and Medical Colleges

Road Safety Action Plan 2018-20 envisaged to establish Model Trauma Centre by strengthening the existing trauma centers in six⁸ medical colleges during the period (2018-20). Further, it was also decided in meetings of Road Safety Steering Committee held during 2021-22 and 2022-23 to establish such centers in eight⁹ more hospitals/colleges in phased manner. Thus, it was decided that model trauma centres would be established in 14 hospitals/medical colleges. Out of these, one trauma centre in SMS Medical College, Jaipur had already been established (2018). However, the required approval for establishment of model trauma centre in Kota was not found on record. Thereafter, a total of ₹ 60.27 crore was sanctioned from Road Safety Fund (2018-19 to 2022-23) for civil work and procurement of equipment required for establishment of model trauma centres in 12 hospitals/medical colleges¹⁰ details provided in **Appendix-5**.

It was noticed (May 2025) that out of the 12 Hospitals/Medical Colleges, Model Trauma Centres could be made functional as envisaged only in two Hospitals/ Medical Colleges (Jodhpur and Udaipur), whereas, in three Hospitals/Medical colleges¹¹ neither the civil work nor the procurement of equipment was initiated. Civil works were ongoing but procurement not initiated in Jhalawar, Barmer and Bikaner. In Pali, civil works were completed, while procurement was not initiated. Both civil works and procurement were in progress in Ajmer and Bhilwara.

⁸ Jaipur, Bikaner, Kota, Ajmer, Jodhpur and Udaipur.

⁹ 1. Haribaksh Kanwatiya Hospital, Jaipur, 2. Jhalawar, 3. Bhilwara, 4. Bharatpur, 5. Churu, 6. Pali, 7. Sikar and 8. Barmer.

¹⁰ 1. Haribaksh kanwatia hospital, Jaipur, 2. J.L.N. Medical college, Ajmer, 3. M.D.M. Hospital, Jodhpur, 4. Govt. Medical college, Churu, 5. Govt. Medical college, Pali, 6. S.K. Medical college, Sikar, 7. Govt. Medical college, Barmer, 8. RNT Medical college, Udaipur, 9. S.P. Medical college, Bikaner, 10. Jhalawar Medical college, Jhalawar, 11. Govt. Medical college, Bharatpur, 12. RVRS Medical college, Bhilwara.

¹¹ Bharatpur, Churu and Sikar.

Thus, model trauma centres could not be established in 10 Hospitals/Medical Colleges¹² as envisaged even after lapse of four years of action plan and intended objectives could not be achieved.

3.6 Reporting of accident data

Accurate and comprehensive data collection and reporting is essential for the scientific investigation, analysis and restructuring of road accidents. It serves as a foundation for further research and informed decision-making in improving road safety measures.

The Department adopted (March 2021) the central database system Integrated Road Accident Database (iRAD¹³), an initiative of MoRTH, GoI, which was launched in February 2021, after a lapse of more than four years since the implementation of the State Road Safety Policy. The iRAD system manages data from the Police, Transport, Medical & Health departments and road-owning agencies.

Through iRAD, road accident data is being collected from all over the country. The collected data was analyzed using different data analytics techniques for identification of accident-prone areas and causes of the accidents. The output of analysis is represented in appropriate dashboards, accessible to higher authorities of stakeholder departments and MoRTH. Considering the vast number of application users involving multiple stakeholder departments and their existing infrastructure availability, the iRAD was developed as a hybrid application making it accessible through Mobile devices (Android and IOS) and Web browsers.

According to the iRAD Workflow/User Manual, the process begins with the field officer of the Police Department recording accident data, which includes details such as date and time of the accident, location, vehicles involved, causes, individuals involved, mode of transport used to hospitalize the victim and any delays in hospitalization. This data is then submitted to the Station House Officer (SHO) for review and the registration of a First Investigation Report (FIR). After the FIR is registered, the SHO sends requests to the Transport Department for accident vehicle inspection, the road-owning agency for an inspection of the accident site and the Medical & Health Department for the issuance of necessary medical reports and certificates. The Medical & Health Department was required to record accident-related information simultaneously on the iRAD platform.

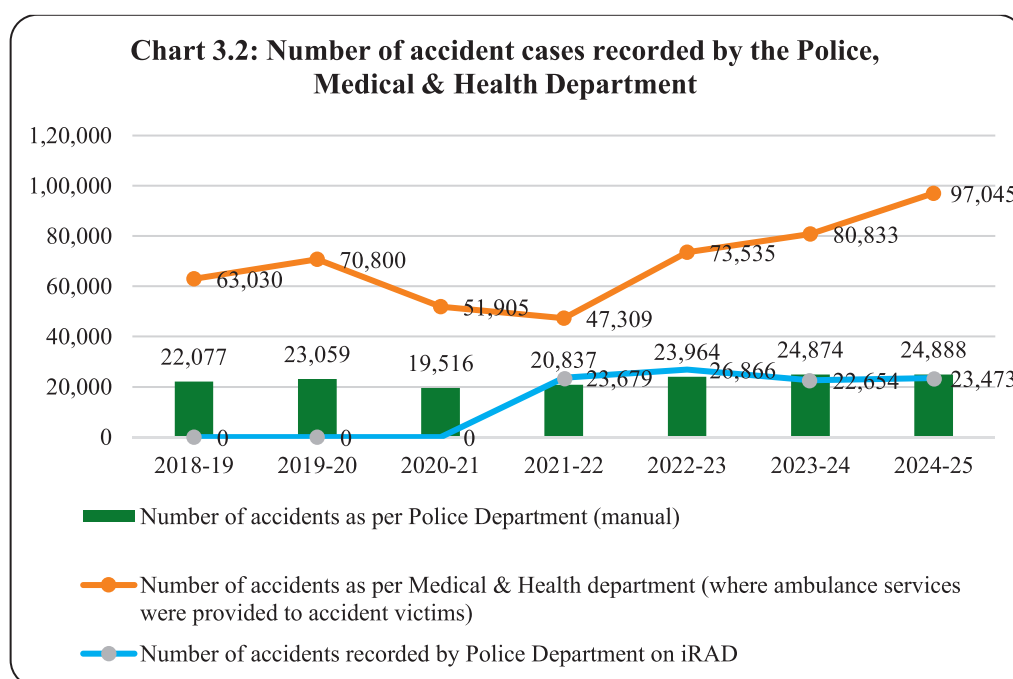
¹² 1. Haribaksh kanwatia hospital, Jaipur, 2. J.L.N. Medical college, Ajmer, 3. Govt. Medical college, Churu, 4. Govt. Medical college, Pali, 5. S.K. Medical college, Sikar, 6. Govt. Medical college, Barmer, 7. S.P. Medical college, Bikaner, 8. Jhalawar medical college, Jhalawar, 9. Govt. Medical college, Bharatpur and 10. RVRS Medical college, Bhilwara.

¹³ The Integrated Road Accident Database (iRAD) Project is an initiative of the Ministry of Road Transport and Highways (MoRTH), Government of India and is funded by World Bank, with the objective to improve road safety in the country.

3.6.1 Difference in Road Accident Data recorded by stakeholder departments

The accident data being utilised by various planning, executive and research agencies, was being maintained by the Police Department prior to commencement of iRAD. After commencement of iRAD, provisions were made to record data at the level of various departments involved in taking care of road accident cases *i.e.* Police Department, Medical & Health Department, Road Owning Departments (Public Works, National Highway Authority of India, *etc.*) and Transport Department.

Scrutiny of information/records provided by Police Department, Medical & Health Department and reports generated from iRAD application revealed that there were significant differences in number of accidents recorded by these departments. The details are given in the **Chart 3.2**.



Source: Information provided by the Police Department, Medical & Health Department, Rajasthan and reports of iRAD.

The data presented in **Chart 3.2** highlights that a total of 1,59,215 accidents cases were registered by Police Department, whereas number of accidents recorded by Medical & Health Department was 4,84,457 wherein the road accident victims were transported through ambulances and admitted to the nearest hospitals during the period 2018-19 to 2024-25. Further, according to data provided by the Police Department, there were 94,563 accidents reported during 2021-22 and 2024-25, whereas the number of accidents recorded on iRAD (by Police Department) was 96,672 during the same period.

Number of accidents according to the Medical & Health Department are three times higher than that was reported by the Police Department, whose data was used to prepare the State Road Safety Action Plans (2018-20, 2024-33), the Road Safety Road Map 2020 and being adopted by MoRTH also. This

underreporting undermines the accuracy of road safety initiatives and calls for reliable and comprehensive data.

The GoR accepted the facts and replied (April and September 2025) that the number of accidents as per records of Police Department were lower as those include only the accident cases where a First Investigation Report (FIR) was registered. Additionally, some patients directly approach private hospitals for treatment after accidents and these hospitals were not integrated with iRAD. With the integration of iRAD with Crime and Criminal Tracking Network and Systems of Police and Treatment Management System of Medical & Health, the gap would be eliminated.

3.6.2 Pendency in uploading various reports on iRAD

As per iRAD manual, after registering the FIR, the SHO sends requests to the Transport Department for accident vehicle inspection, the road-owning agency for an inspection of the accident site and the Medical & Health Department for the issuance of necessary medical reports and certificates.

It was noticed that various reports requested by the Police Department during the years 2021 to 2024 were also pending for uploading on iRAD with the Medical & Health Department, Road Owning Agencies and Transport Department. The details are shown in the **Table 3.4**

Table 3.4: Inspection Requests: Received and Pendency for uploading on iRAD during 2021-24

Name of Department	Name of reports	Total			
		Request received	Report completed	Pending	Pending in percentage
Medical & Health	Postmortem report	126	1	125	99.20
	Drunkenness report	186	0	186	100
Road owning agencies	Road inspection reports	2,412	1747	665	27.57
Transport	Vehicle inspection report	8,216	7,297	919	11.19
Total		10,940	9,045	1,895	17.32

Source: Reports generated from iRAD portal.

Table 3.4 shows significant pendency in processing accident-related requests. All requests for drunkenness test reports and 99.20 *per cent* of postmortem reports remained pending with the Medical & Health Department for uploading on iRAD. Additionally, 27.57 *per cent* of road inspection requests were pending with road-owning agencies, while 11.19 *per cent* of vehicle inspection requests were pending with the Transport Department. These delays hindered the timely and accurate availability of critical information, such as road conditions, vehicle fitness, driver intoxication and victim hospitalization details, *etc.*

Reasons for not recording the accident data by the Medical & Health Department on iRAD and pendency with respect to various reports were called

for (August 2024), however the same was not provided to audit (September 2025).

The GoR accepted the facts and replied (April 2025) that regular efforts were being made to strengthen iRAD, improve quality of data recorded and use of iRAD data for enforcement, identification of black spots, road inspections, policy making, *etc.* It was further stated (September 2025) that State and District Rollout Managers were appointed and regular trainings were conducted for iRAD implementation. Data entry by hospitals/trauma centres was limited due to engagement of their staff in patient care.

Conclusion

Post-crash management is a vital element of road safety aimed at reducing fatalities and disabilities resulting from road accidents. Audit examination revealed that although the State Government has undertaken several initiatives, including the 108 Ambulance Service, implementation of iRAD and establishment of Trauma Stabilization Units, systemic deficiencies continue to impede effective emergency response.

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".

Delays in ambulance response, and incomplete integration of private and NHA ambulances have limited the efficiency of emergency medical services. Non-Establishment of Basic Life Support Training Centres, Trauma Stabilization Units and Model Trauma Centres and shortages of medical staff leads to inadequate infrastructure required for post crash management.

Discrepancies in accident data among stakeholder departments and delays in uploading reports on the iRAD platform have weakened the reliability of data which is critical for decision-making.

Recommendations

The Government/Department may consider to:

- 1. Deploy additional ambulances to ensure prompt transportation of accident victims to the nearest hospitals with in the shortest possible time.*
- 2. Ensure accuracy in recording of accident data in iRAD by all departments to generate reliable and comprehensive data.*

CHAPTER-IV

Chapter IV

Coordination and monitoring mechanism

4.1 Utilisation of Road Safety Fund

The GoR, created (April 2017) a dedicated and non-lapsable Road Safety Fund with a ceiling up to 25 *per cent* of litigation/fines/penalties collected from traffic violators every year and funds received from other sources¹. The main objectives of the constitution of Road Safety Fund were to bear the cost of activities/efforts undertaken for reducing accidents/fatalities/injuries, smooth and successful implementation of the Road Safety Policy, strengthening of institutional and infrastructural mechanism and to make secure the road transport system.

To utilise and monitor the Road Safety Fund, a 'Steering Committee' comprising 11 members (*Appendix-6*) under the chairmanship of Additional Chief Secretary/Secretary, Transport Department was constituted. Important functions and responsibilities² were conferred upon the Steering Committee. During the period 2017-18 to 2024-25 an amount of ₹ 716.37 crore was received in the Road Safety Fund and ₹ 343.36 crore (47.93 *per cent*) was utilised as shown in **Chart 1.3.** of Chapter I. Expenditure incurred by the main stakeholder departments (2018-19 to 2024-25) are shown in the **Table 4.1.**

Table 4.1: Department wise details of expenditure incurred.

(₹ in crore)

S. No.	Departments	Financial year							Total expenditure
		2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	
1	Police	3.79	1.41	2.69	5.01	12.04	0.44	12.98	38.36
2	Transport	3.34	12.05	3.33	35.36	12.85	4.00	4.44	75.37
3	PWD	1.99	2.66	2.20	0.17	2.02	23.00	9.43	41.47
4	Medical & Health	0.00	6.04	18.12	33.86	12.53	33.32	33.92	137.79
5	Education	0.00	0.45	0.02	0.00	0.00	0.00	0.00	0.47
6	RSRTC ³	0.00	0.00	0.00	0.70	0.00	0.00	0.00	0.70

¹ Grants received from Central Government, grants from State Government and financial assistance received from Non-Government Organisations and other persons.

² The committee was responsible to (i) approve the projects, programs, schemes and activities in order to provide required amount to the stakeholder departments/agencies, (ii) regular review of financial and physical progress of the activities being carried out by the stakeholder departments/agencies, (iii) preparation and implementation of the coordinated annual action plans for stakeholders through lead agency and (iv) effective implementation of the provisions of the Road Safety Policy, *etc.*

³ Rajasthan State Road Transport Corporation.

S. No.	Departments	Financial year							Total expenditure
		2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	
7	RSRDC ⁴	0.00	0.00	0.00	0.00	0.00	12.06	0.00	12.06
Total		9.12	22.61	26.36	75.10	39.44	72.82	60.77	306.22

Source: Information provided by the Transport Department

As per Road Safety Policy, Road Safety Action Plan 2018-20 and Road Safety Road Map 2020 various road safety measures like enforcement of traffic laws, establishment of Integrated Traffic Management System, strengthening post-crash management, rectification of black spots, capacity building and awareness, *etc.* were to be undertaken through the stakeholder departments. However, an amount of ₹ 306.22 crore (2018-19 to 2024-25) only could be utilised by the stakeholder departments against the available funds of ₹ 716.37 crore during the period.

The reasons for less utilisation of funds were non-implementation of work as specified in Road Safety Action Plan and Road Safety Map as discussed in Paragraph No. 2.3, 2.6, 2.7, 3.5, 4.3, 4.4.1 of this Report.

The GoR accepted the facts and replied (April 2025) that Road Safety Fund is a non-lapsable fund and numerous activities undertaken through the fund were time consuming and were carried forward in the next financial years. At times, procedural delays lead to slow utilization of funds.

4.2 Human Resources

As per Rajasthan Motor Vehicle Rules, 1990 and departmental manual, the Inspectors/Sub-Inspectors of Motor Vehicle (MVI and MVSI) of the Transport Department are responsible to discharge critical and significant functions such as enforcement of traffic laws and conducting inspections for registration, issuance of licenses and permits for transport vehicles, fitness for goods/passenger vehicles, inspection of motor driving schools and inspection of vehicles involve in accident, *etc.* The audit observed significant shortage in available human resources as discussed in succeeding paragraphs.

- A total of 2,837 persons lost their lives in 5,697 accidents happened due to overloaded vehicles (during 2019-24).
- A total of 11,151 persons lost their lives in 23,547 accidents where load condition of vehicle could not be determined (during 2019-24 and;
- A total of 1,427 persons lost their lives in 2,719 accidents happened due to vehicle defects (during 2021-24).

⁴ Rajasthan State Road Development Corporation.

4.2.1 Motor Vehicle Inspectors (MVI)/ Motor Vehicle Sub-Inspectors (MVSIs)

The continuous registration of new vehicles has led to a daily rise in vehicular density across the State. Additionally, the growing number of individuals applying for licenses and seeking fitness certificates for older vehicles has significantly increased the workload of the Transport Department. To manage this effectively, a sufficient number of personnel were required to carry out their designated responsibilities. **Table 4.2** provides year wise details on the sanctioned number of MVIs/MVSIs and the corresponding staff in position during the period 2018-19 to 2024-25.

Table 4.2: Details of sanctioned, working and vacant post of MVIs/MVSIs

Year	Sanctioned Strength		Working Strength		Shortage		Shortage in percentage	
	MVI	MVSI	MVI	MVSI	MVI	MVSI	MVI	MVSI
2018-19	296	375	153	265	143	110	48.31	29.33
2019-20	296	375	211	201	85	174	28.72	46.40
2020-21	300	379	207	198	93	181	31.00	47.76
2021-22	324	391	189	199	135	192	41.67	49.10
2022-23	328	393	207	169	121	224	36.89	57.00
2023-24	332	393	316	46	16	347	4.82	88.30
2024-25	334	393	323	29	11	364	3.29	92.62

Source: Information provided by the Transport Department

It can be seen from the **Table 4.2** that shortage of MVIs was ranging between 3.29 per cent and 48.31 per cent. Whereas the shortage of MVSIs was ranging between 29.33 per cent and 92.62 per cent.

4.2.2 Flying Squad

Similarly, the flying squads play a crucial role in enforcing traffic rules and regulations, monitoring the adherence to safety standards, combating various transportation-related offenses and taking swift action against any violations or malpractices within the transport sector. The position of flying squad required and deployed during the period of 2018-19 to 2024-25 is given in **Table 4.3**.

Table 4.3: Details of sanctioned and working flying squads

Year	Sanctioned	Working	Shortfall	Shortfall in per cent
2018-19	198	179	19	9.59
2019-20	197	180	17	8.63
2020-21	196	173	23	11.73
2021-22	224	187	37	16.52
2022-23	226	191	35	15.49

Year	Sanctioned	Working	Shortfall	Shortfall in <i>per cent</i>
2023-24	229	180	49	21.40
2024-25	226	178	48	21.24

Source: Information provided by the Transport Department

It can be seen from the **Table 4.3** that shortfall in number of flying squads was ranged between 17 (8.63 *per cent*) and 49 (21.40 *per cent*).

The absence of adequate manpower (MVIs/MVSIs) and flying squads could adversely impact the quality of checks to be carried out by the Department and enforcement of traffic laws.

4.2.3 Inadequate manpower in Traffic Police Wing for enforcement activities

According to the Bureau of Police Research and Development (BPRD) norms (September 2015), cities are classified based on vehicle population for the purpose of personnel deployment. Cities with a vehicle population of 20 lakh and above are categorized as 'A' class, those with 8 lakh to 20 lakh as 'B' class and with less than 8 lakh as 'C' class. Additionally, the guidelines envisaged the deployment of one traffic police personnel for every 700 vehicles in 'A' class cities, every 850 vehicles in 'B' class cities and every 950 vehicles in 'C' class cities.

Details of manpower required to be deployed as per BPRD norms and actually deployed in selected districts are given in the **Table 4.4**.

Table 4.4: Details of Manpower required and deployed in Traffic Police as on December 2024

S. No.	Name of district	Vehicle Population	Class of city	Manpower required to be deployed	Manpower deployed actually	Shortfall	Shortfall in percentage
1.	Jaipur	36,76,855	'A'	5,253	1,547	3,706	70.55
2.	Alwar	10,31,613	'B'	1,214	62	1,152	94.89
3.	Udaipur	9,66,158	'B'	1,137	155	982	86.37
4.	Sirohi	1,80,566	'C'	190	80	110	57.89
5.	Tonk	3,61,267	'C'	380	45	335	88.16
6.	Dausa	3,83,437	'C'	404	61	343	84.90
7.	Sri Ganganagar	5,52,816	'C'	582	76	506	86.94

Source: Administrative Report of Transport Department 2024-25 and information provided by the Police Department

The **Table 4.4** clearly indicates that the deployment of manpower responsible for enforcing traffic laws was significantly below the standards recommended by the norms. In ‘A’ class city (Jaipur), the shortfall in required manpower was 70.55 *per cent*. In ‘B’ class cities (Alwar and Udaipur), the shortfall ranged from 86.37 *per cent* to 94.89 *per cent*. Similarly, in ‘C’ class cities (Tonk, Dausa, Sri Ganganagar and Sirohi), the shortfall varied from 57.89 *per cent* to 88.16 *per cent*. Thus, the shortage of manpower was leading to numerous operational challenges compromising road safety. It is pertinent to note that traffic violations were the predominant cause of accidents which occurred during the period 2019-24.

The GoR accepted the facts and replied (April 2025) that proposal had been sent for deputing Traffic Police in category A, B and C cities according to BPR&D norms which is under consideration with the Home Department.

4.3 Centre of Excellence for research and analysis

Clause 135(1)(a) of the Motor Vehicles Act, 1988, mandates in-depth studies on causes of accidents. In the absence of systematic research, traffic management policies remained reactive. To address this, the Department decided (Action Plan 2018-20) to establish a ‘Centre of Excellence for Research and Analysis of Road Crashes’ with the goal of developing a transport system that accommodates human error and accounts for human vulnerability.

It was noticed that ‘Centre for Road Safety, Sardar Patel University of Police, Security and Criminal Justice, Jodhpur’ had sent (2021-22) proposals for establishment of the centre for excellence and requested the State Transport Department for allotment of funds for the purpose. The Centre could not be established as the funds were not allotted to the University.

GoR replied (April 2025) that the proposed Centre of Excellence for Road Safety was a major initiative requiring expert inputs and considerable time. It reiterated (September 2025) that the framework was under preparation and would be established under the 10-year Road Safety Strategy (2024-33) in collaboration with various institutions.

4.4 Information, Education and Communication

Information, Education and Communication (IEC) plays a key role in promoting road safety by raising awareness and educating the public. It includes campaigns, workshops, advertisements and community engagement to encourage responsible driving, adherence to traffic rules and use of safety measures like helmets and seatbelts. IEC helps reduce accidents and empowers citizens to actively contribute to safer roads.

4.4.1 Development of traffic parks in districts

According to the 2020–21 State Budget, traffic parks were to be developed in all districts to promote road safety awareness among students, road safety clubs and the public. Activities planned for these parks included constructing model traffic paths, installing road signage and traffic lights, setting up simulator rooms and providing mini electric vehicles or golf carts, *etc.*

An amount of ₹11.14 crore was sanctioned from the Road Safety Fund (December 2021, September 2022, October 2022 and April 2023) for establishing traffic parks in all 32 districts (except Bundi). However, an amount of ₹ 6.49 crore was utilised up to March 2024. As of March 2024, traffic parks could be established in 17 districts⁵. Out of these 17 parks, electric work was not executed in four districts (Bikaner, Dungarpur Nagaur and Sikar) whereas, in four districts (Baran, Dholpur, Pali and Tonk) traffic parks were not handed over to respective local bodies despite being completion of civil works. In 13 districts⁶, civil and allied works were completed but simulator rooms were not constructed. In Karauli and Sirohi districts required work had not yet been started. In four districts⁷, funds were not sanctioned for procurement of simulator. Moreover, simulators could be installed in only one park (Jaipur), whereas golf cart was not made available at any of these parks. Thus, the traffic park could be established properly in only one district (Jaipur).

Resultantly, the intended objectives of making the people aware of road safety could not be achieved in absence of well-established traffic parks in the State.

The GoR replied (April 2025) that procurement of electric golf cart for area (250 square meter) prescribed for establishment of traffic park did not seem feasible. Whereas, pending works such as establishment of traffic lights, electrification, simulator, *etc.* would be completed in near future. Regular coordination was being done with departments concerned and districts for completion of remaining works. It was further stated (September 2025) that the traffic parks would be made functional soon.

The reply highlights the planning/provisioning of equipment without assessing the feasibility and improper coordination between nodal and stakeholder departments.

⁵ Baran, Bikaner, Dausa, Dholpur, Dungarpur, Hanumangarh, Jaipur, Jalore, Jodhpur, Nagaur, Pratapgarh, Pali, Rajsamand, Sikar, Sriganganagar, Tonk, Udaipur.

⁶ Ajmer, Alwar, Barmer, Banswara, Bharatpur, Bhilwara, Chittorgarh, Churu, Jaisalmer, Jhalawar, Jhunjhunu, Kota, Sawai Madhopur.

⁷ Ajmer, Jalore, Nagaur and Shriganganagar.

4.4.2 Road Safety Web Portal

To effectively disseminate information to stakeholders and to raise public awareness on road safety, a dedicated Road Safety Portal was proposed under the Road Map 2020. Its key objectives include sharing road crash statistics, displaying daily accident dashboards, providing IEC materials, listing traffic offences, publishing State and district-level action plans and sharing action plan for State and district level functionaries, *etc.*

It was observed that a portal was developed and launched in February 2024, more than three years after launching of the Road Safety Road Map 2020. Audit also noticed that critical road safety data such as crash statistics, black spots, road network, vehicle population and details of the Road Safety Cell was not updated regularly. The portal also lacks various key information, including proposals from stakeholder departments, actions taken, decisions⁸ at apex and district levels and directions issued by the Supreme Court Committee.

The GoR further stated (September 2025) that Road Safety Web Portal serves as a comprehensive knowledge bank for the public and stakeholders. It had a dedicated “Statistics” section with data on road crashes, black spots, road network and vehicle statistics, which required regular updates. The portal was initially developed by Rajasthan Knowledge Corporation Limited, while a mechanism for its future maintenance and updating was being established. After approval from the competent authority, the Lead Agency would initiate the process of updating the portal with necessary information.

4.5 Inspection of fitness of school buses

As per Section 56 of Central Motor Vehicle Act, 1988, no transport vehicle without fitness shall allowed to be plied on road. Further, Rule 62 of Central Motor Vehicle Rules, 1988, stipulates that renewal of fitness certification is mandatory in every two years for the transport vehicles up to eight years old and every years for the vehicles older than eight years. Whereas, it is mandatory in every six month for the vehicles which are more than 15 years old. Besides, as provided in the Road Safety Road Map 2020, in order to ensure safety of school children, the Transport Department was to conduct inspection of all school buses in the month of May every year, so that road worthiness of buses could be ensured when the school re-opens after summer holidays. Fitness certificates of the buses not confirming to the fitness norms, were to be cancelled.

⁸ Such as minutes of various committees *i.e.* Road Safety Council, Road Safety Steering Committee, District Road Safety Committee, *etc.*

Details of operational school buses, their fitness certification status and inspection carried out by the Department are given in the **Table 4.5** and **Table 4.6**.

Table 4.5: Details of school buses operational, due for fitness certification and operational without fitness certification

Year	Number of buses operational	Number of buses due for fitness certification	Percentage of buses due for fitness certification	Number of buses continued to operate without fitness certification	Percentage (w.r.t. total number of buses continue to operate without fitness certification)
2018-19	12,385	5,049	40.77	596	11.80
2019-20	13,427	5,230	38.95	722	13.80
2020-21	13,725	5,215	38.00	1,093	20.96
2021-22	14,138	5,991	42.38	805	13.44
2022-23	14,918	6,641	44.51	761	11.46
2023-24	16,400	7,709	47.00	913	11.84

Source: Information provided by the Transport Department

Note: The Department did not provide information for the year 2024-25.

Table 4.6: Details of school buses inspected by the Department, buses found unfit and cancelation of fitness certification

Year	Number of School buses operational	Number of School buses inspected by Department	Percentage of inspection	Number of school buses found unfit during inspection	Percentage of buses found unfit (w.r.t. total number of buses inspected)	Number of fitness certification was cancelled
2018-19	12,385	8,923	72.05	458	5.13	01
2019-20	13,427	9,276	69.08	485	5.23	05
2020-21	13,725	7,677	55.93	686	8.94	00
2021-22	14,138	9,625	68.08	779	8.09	00
2022-23	14,918	10,871	72.87	816	7.51	00
2023-24	16,400	12,238	74.62	894	7.31	00

Source: Information provided by the Transport Department

Note: The Department did not provide information for the year 2024-25.

The **Table 4.5** shows that 38 to 47 per cent buses of total operational buses were due for fitness certification during the period 2018-19 to 2023-24. Of which, 11.46 per cent to 20.96 per cent buses continued to operate without valid fitness certification. Further, **Table 4.6** revealed that only 55.93 per cent to 74.62 per cent of total operational buses were inspected by the Department. Of which, 5.13 per cent to 8.94 per cent buses were found unfit during the period. Despite the fact that clear provision had been laid down in Road Safety Map, the Department did not cancel the fitness certificate of any of the 3,175 buses found unfit during inspections conducted between the period 2020-21 and 2023-24.

An illustration of school bus remained operational despite expiry of valid fitness, insurance and permit, *etc.* and resulted in a fatal accident is given hereunder:

A Major Fatal Accident Caused by unfit School bus.

On 21st October 2024, a fatal road accident occurred on Kota Dabi Road near the Trenching Ground in Kota, Rajasthan, involving a school bus (Reg. No. RJ20PA1089). The vehicle ran off the road due to a critical steering defect, resulting in one fatality and ten minor injuries among the school children onboard.

Based on iRAD generated report, it was observed that the accident was primarily caused by critical mechanical failure of the steering system, worsened by the expired fitness, permit and insurance documents of the school bus. The vehicle was operating in clear violation of safety and regulatory norms, endangering children's lives.

The **Table 4.5** shows that a large number of operational buses ranging between 38 *per cent* and 47 *per cent* were due for fitness checks, yet a substantial proportion continued to operate without fitness certification, posing a potential risk to students as well as other road users. The Department failed to initiate corrective action undermining the enforcement mechanisms laid down in the Road Safety Map. This indicates a systemic failure in monitoring, enforcement and accountability.

The GoR replied (April 2025) that regular inspection of School Buses to ensure safety of students is being carried out by the Department. This shall be ensured strictly in future also.

4.6 Lack of inspection of vehicle fitness centres

To implement the provisions laid down in Central Motor Vehicle Rules 1989 and to regulate and control private vehicle fitness inspection centres, Transport Department, GoR, introduced (April 2018) a Vehicle Fitness Inspection Centre Regulatory Scheme 'FIZA-2018'. As per clause 7(i) of scheme guidelines, an inspection centre must be checked at least once in three months by District Transport Officer (DTO) and once in six months by Regional Transport Officer (RTO). Details are given in **Table 4.7**.

Table 4.7: Details of inspection of Fitness Centers carried out by the RTOs/DTOs

Year	Number of fitness centres in the State	Number of inspections to be carried out by the RTOs	Number of inspections carried out by RTOs in actual	Target for inspection achieved by RTOs (in percentage)	Number of inspections to be carried out by the DTOs	Number of inspections carried out by DTOs in actual	Target for inspection achieved by DTOs (in percentage)
2018	7	14	4	28.57	28	14	50.00
2019	21	42	17	40.48	84	31	36.90
2020	51	102	38	37.25	204	73	35.78
2021	63	126	51	40.48	252	105	41.67
2022	73	146	76	52.05	292	172	58.90
2023	73	146	62	42.47	292	102	34.93
2024	83	166	70	42.17	332	110	33.13

Source: Information provided by the Transport Department

It can be seen from the **Table 4.7** that only 28.57 per cent to 52.05 per cent inspection of private fitness inspection centres was carried out against the prescribed number of inspections by the RTOs. Whereas, 33.13 per cent to 58.90 per cent inspection was carried out by the DTOs against the number of inspections prescribed to be carried out by these officers. In absence of regular inspection of fitness centres, it could not be ensured that fitness certificates were being issued as per the norms.

The GoR accepted the facts and replied (April 2025) that that inspection of fitness centres would be ensured according to prescribed criteria in future.

Conclusion

Audit revealed that despite establishment of a dedicated Road Safety Fund in 2017, only 47.93 per cent of the available fund ₹ 716.37 crore had been utilised up to 2024-25, reflecting delayed or incomplete execution of critical projects envisaged under the Road Safety Policy and Action Plans.

Persistent shortages of Motor Vehicle Inspectors, Flying Squads and Traffic Police personnel severely affected enforcement of traffic laws and inspection activities. Incomplete development of traffic parks limited practical road safety education and awareness for students and the public. Lack of updated Road Safety Web Portal affected dissemination of information to stakeholders and citizen participation.

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

Strengthening coordination, ensuring timely utilisation of funds, enforcing accountability, completing infrastructure projects such as traffic parks and operationalizing digital citizen engagement platforms are essential for achieving the intended objectives of the Road Safety Fund and improving the overall road safety framework in the State.

Recommendation

The Government/Department may consider to:

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

JAIPUR
The 09th February 2026



(RAMAWATAR SHARMA)
Accountant General
(Audit-II), Rajasthan

Countersigned

NEW DELHI
The 19th February 2026



(K. SANJAY MURTHY)
Comptroller and Auditor General of India

Appendices

Appendix-1

(Refer paragraph 1.6; page 8)

Details of sanctioned posts, vacancies and their status

S. No.	Posts prescribed	Post Sanctioned	Sanctioned	Present status
1.	Additional Transport Commissioner/Joint Transport Commissioner (Road Safety)	Additional Transport Commissioner	01	01
2.	Deputy Transport Commissioner (Road Safety)	Deputy Transport Commissioner	01	Post Vacant
3.	A representative of PWD who is not below the rank of Exen/SE	Superintending Engineer	01	01
4.	A representative of Medical & Health who is not below the rank of Deputy Director	Senior Medical Officer	01	01
5.	A representative of UDH who is not below the rank of Assistant Secretary	Superintending Engineer	01	01
6.	A representative of LSG who is not below the rank of Deputy Director	Superintending Engineer	01	01
7.	A representative of Police who is not below the rank of Deputy Superintendent of Police	Deputy Superintendent of Police	01	01
8.	A representative of Education (Primary Education) who is not below the rank of Deputy Director	Not Sanctioned	-	Post vacant
9.	A representative of Education (Secondary Education) who is not below the rank of Deputy Director	District Education Officer	01	Post vacant
10.	A representative of Department of Information Technology (DoIT) who is not below the rank of Deputy Director	Programmer	01	Post vacant
11.	District Transport Officer (Road Safety) (Secretariat)	Not Sanctioned	-	Post vacant
12.	District Transport Officer (Road Safety) (Coordination)	Not Sanctioned	-	Post vacant
13.	AAO	AAO	02	02
14.	SO/ASO	Assistant Statistical Officer	01	Post vacant
15.	Accountant/Junior Accountant	Not Sanctioned	-	Post vacant
16.	Motor Vehicle Inspector/Motor Vehicle Sub-Inspector (2)	Motor Vehicle Inspector	02	02
17.	LDC/UDC (2)	Not Sanctioned	-	Post vacant
18.	IA (4)	IA (Only 01 post sanctioned against 04 as prescribed)	01	01

Appendix-2

(Refer paragraph 2.2.2.1; page 15)

Details of Black Spots identified in 2019 and continued as black spot till 2024 on National/State Highways

Details of Black Spots identified for the Year 2019 and continued as black spot till the year 2024 on National/State Highways																		
						Accident and Fatalities in the year 2019 to 2024												
						2019 (2016-2018)		2019		2020		2021		2022		2023		Total
S. No.	District	Police Station	NH/SH No.	Name of Location	Stretch (KM)	Accident	Fatality	Accident	Fatality	Accident	Fatality	Accident	Fatality	Accident	Fatality	Accident	Fatality	
1	Jaipur (West)	Vishavkarma	NH-8/48	Milan Cinema to Badharna Puliya express highway	253.8 to 254.3	25	11	6	5	4	4	1	1	4	3	1	1	14
2	Jaipur (West)	Vishavkarma	NH-11/52	Road No.-14 Sikar Road	246.1 to 246.3	17	6	8	2	3	2	4	3	2	1	7	2	10
3	Jaipur (South)	Shivdaspura	NH-12/52	Beelwa Cut	7.5 to 8	16	10	3	4	0	0	5	2	1	1	8	4	11
4	Jaipur (South)	Shivdaspura	NH-12/52	Chaksu Cut	2 to 2.5	10	5	1	1	2	2	7	2	3	2	5	1	8
5	Dholpur	Nihalganj	NH-3/44	Narayan Dhaba	52.2 to 52.7	6	7	2	2	5	2	2	1	8	6	7	5	16
6	Dholpur	Sadhar	NH-3/44	Maharajpura Chauraha	49.9 to 50.2	9	8	5	6	8	9	7	5	5	3	9	8	31
7	Dholpur	Sadhar	NH-3/44	Tor Tiraha	48.7 to 49.2	6	5	4	5	5	5	3	3	4	3	7	4	20
Total						89	52	29	25	27	24	29	17	27	19	44	25	110

Details of Identified Black Spots in the Year 2020-2024 on National/State Highways.																
							Accident and Fatalities in the year 2020 to 2024									
							2017-2019		2020		2021		2022		2023	
S. No.	District	Police Station	NH/SH No.	Name of Location	Stretch (KM)	Accident	Fatality	Accident	Fatality	Accident	Fatality	Accident	Fatality	Accident	Fatality	Fatality
1	Udaipur	Bekariya	NH-27	Pilka Cut Malwa ka Chaurah a	210 to 250.5	9	10	2	1	2	2	4	5	3	11	11
Total						9	10	2	1	2	2	4	5	3	11	11

Details of Black Spots identified for the Year 2021 and continued as black spot till the year 2024 on National/State Highways.													
S. No.				Accident and Fatalities in the year 2018 to 2023									
				2018 to 2020		2021		2022		2023		Total	
				Accident	Fatality	Accident	Fatality	Accident	Fatality	Accident	Fatality	Accident	Fatality
1	Jodhpur	Rajeev Gandhi Nagar	NH-125	17 to 17.5	9	7	4	4	4	5	4	13	13
2	Ajmer	Mangliwas	NH-8/58	53.7 to 54.2	5	6	1	1	6	0	2	7	3
3	Ajmer	Mangliwas	NH-8/58	47.2 to 47.7	16	17	8	8	5	6	3	22	16
4	Ajmer	Mangliwas	NH-8/58	64.8 to 65.3	13	14	4	4	5	1	9	18	12
5	Ajmer	Mangliwas	NH-8/58	42.8 to 43.2	9	16	6	6	12	8	4	28	18

Details of Black Spots identified for the Year 2021 and continued as black spot till the year 2024 on National/State Highways.															
						Accident and Fatalities in the year 2018 to 2023									
						2018 to 2020		2021		2022		2023		Total	
S. No.	District	Police Station	NH/SH No.	Name of Location	Stretch (KM)	Accident	Fatality	Accident	Fatality	Accident	Fatality	Accident	Fatality	Accident	Fatality
6	Ajmer (Beawar)	Jawaja	NH-8/58	Narbadkheda	61 to 61.5	22	14	2	4	4	5	1	1	7	10
7	Ajmer (Beawar)	Jawaja	NH-8/59	Kalinjer	70 to 70.5	12	16	2	2	2	1	3	3	7	6
8	Ajmer (Beawar)	Jawaja	NH-8/60	Deawat	73 to 73.5	17	12	1	3	1	1	6	6	8	10
9	Ajmer (Beawar)	Jawaja	NH-8/61	Jawaja	76 to 76.5	10	8	4	6	4	3	4	5	12	14
10	Ajmer (Beawar)	Jawaja	NH-8/62	16 mile Chauraha	81 to 81.5	10	16	3	3	6	4	2	2	11	9
11	Sikar	Sikar Road	NH-52	Nani Chauraha se Ratan Hotel tak	215 to 215.5	19	13	9	11	3	2	4	3	16	16
12	Sikar	Reengus	NH-52	Sargoth Bus Stand	293 to 293.5	14	8	6	1	3	1	4	3	13	5
13	Sikar	Khatu Shyamji	NH-52	Mandha Chauraha se Svadesh Chauraha	324 to 324.3	15	10	4	2	6	6	5	2	15	10
14	Bikaner	Napasar	NH-11/52	Narangdesar	22.5 to 23	5	7	3	6	1	1	3	3	7	10
15	Dholpur	Kotwali	NH-3/44	Water Bucks Chaura Zahid Hotel tak	24.5 to 25	6	2	6	2	2	0	7	2	15	4

Details of Black Spots identified for the Year 2021 and continued as black spot till the year 2024 on National/State Highways.																
							Accident and Fatalities in the year 2018 to 2023									
							2018 to 2020		2021		2022		2023		Total	
S. No.	District	Police Station	NH/SH No.	Name of Location	Stretch (KM)	Accident	Fatality	Accident	Fatality	Accident	Fatality	Accident	Fatality	Accident	Fatality	
16	Dholpur	Kotwali	NH-3/45	Sagar pada RTO Check Post	23.5 to 24	7	0	7	2	6	5	8	8	21	15	
17	Dholpur	Kotwali	NH-3/46	Chambal Puliya Ke aas paas	22.1 to 22.6	9	8	0	0	4	3	5	1	9	4	
18	Dholpur	Nihalganj	NH-3/44	Sadar Dholpur Police Station ke Samne	51.5 to 52	14	16	4	2	6	6	5	6	15	14	
19	Dholpur	Sadhar Dholpur	NH-11B	Raman Dhawa Nibhi Taal	169.2 to 169.7	16	20	4	3	5	4	3	6	12	13	
20	Dholpur	Sadhar Dholpur	NH-11B	Chandpur ke paas	177.6 to 178.1	14	6	6	2	6	2	4	5	16	9	
21	Dholpur	Sapau	NH-123	Gurja Karimpur	11.2 to 11.7	7	10	4	2	4	3	2	1	10	6	
22	Dholpur	Maniya	NH-44	Suaa ka Bag	45 to 45.5	6	2	2	1	3	3	3	4	8	8	
23	Jaipur North	Gathgate	NH-11C	Dhobighat Circle	2 to 2.5	12	5	3	4	2	0	0	2	5	6	
24	Jaipur North	Gathgate	NH-11C	Idgah Pada Mandi Puliya	1 to 1.5	24	8	9	4	7	2	2	0	18	6	
25	Jaipur North	Jaisinghpura Khaur	NH-11C	Bandh ki Ghati Manbagh	2 to 2.5	14	8	1	1	7	1	3	3	11	5	
26	Jaipur South	Chaksu	NH-52	Kothun Puliya Chauraha	12 to 12.5	18	21	7	3	6	7	2	2	15	12	
27	Jaipur Rural	Chandwaji	NH-248	Achrol	10 to 10.5	19	9	3	3	5	5	2	2	10	10	
28	Rajsamand	Rajnagar	Nh-58	Piparda	214 to 214.5	16	20	8	6	15	7	4	3	27	16	
29	Rajsamand	Rajnagar	NH-8	Sewali	204 to 204.5	5	5	4	2	7	3	0	0	11	5	

Details of Black Spots identified for the Year 2021 and continued as black spot till the year 2024 on National/State Highways.													
Accident and Fatalities in the year 2018 to 2023													
				2018 to 2020		2021		2022		2023		Total	
S. No.	District	Police Station	NH/SH No.	Name of Location	Stretch (KM)	Accident	Fatality	Accident	Fatality	Accident	Fatality	Accident	Fatality
30	Rajsamand	Bhim	NH-8	Jassa Kheda	96 to 96.5	23	9	13	3	4	6	3	2
31	Rajsamand	Rajnagar	NH-8	Nandawat	106.5 to 107	31	13	10	5	7	2	8	5
32	Rajsamand	Rajnagar	NH-8	Truck Stand	109.7 to 110.2	6	0	6	3	1	0	2	1
33	Hanumangar	Rawatsar	SH-36	Hanuman Mandir ke paas Mega Highway Road Rohi Poharka	16 to 16.5	13	12	3	3	1	1	5	6
34	Jalore	Kotwali Jalore	SH-31	Bhagli Pyau Bhinmal Road, Jalore	9 to 9.5	7	5	6	3	4	2	6	4
Total						443	343	163	115	167	106	136	110
												466	331

Details of Black Spots identified for the Year 2022 and continued as black spot till the year 2024 on National/State Highways.													
Accident and Fatalities in the year 2022 to 2024													
				2019-2021		2022		2023		Total			
S. No.	District	Police Station	NH/SH No.	Name of Location	Stretch (KM)	Accident	Fatality	Accident	Fatality	Accident	Fatality	Accident	Fatality
1	Jodhpur East	Dangiyawas	NH-25/112	Dantiwada Fanta Bhomiyaji ka than se Bisalpur Fanta	88.4 to 88.9	8	6	2	1	3	0	5	1

Details of Black Spots identified for the Year 2022 and continued as black spot till the year 2024 on National/State Highways.														
Accident and Fatalities in the year 2022 to 2024														
S. No.	District	Police Station	NH/SH No.	Name of Location	Stretch (KM)	2019-2021		2022		2023		Total		Fatality
						Accident	Fatality	Accident	Fatality	Accident	Fatality	Accident	Fatality	
2	Ajmer	Madanganj	NH-48/8	Vaishnav devi puliya	100 to 100.5	17	9	4	4	1	1	5	5	
3	Ajmer	Kishangarh	NH-48/8	Badganv Chauraha	96 to 96.5	9	6	3	3	4	4	7	7	
4	Ajmer	Mangliwas	NH-8/58	Mangliyawas Bypaas Road	61.5 to 62.1	18	18	6	4	10	3	16	7	
5	Bundi	Sadar	NH-52	Silor Puliya	40 to 40.5	23	6	6	4	10	6	16	10	
6	Bundi	Sadar	NH-52	Ramganj Balaji	30 to 30.5	19	7	9	1	13	4	22	5	
7	Bundi	Taleda	NH-52	Taleda Bypaas	17 to 17.5	23	9	6	2	8	4	14	6	
8	Bundi	Nainwa	NH-148D	Rajalawat Mod	6 to 6.5	11	6	2	3	1	2	3	5	
9	Bundi	Hindoli	NH-52	Kachi Ghati or Hindoli Cut	28 to 28.5	6	6	6	6	2	1	8	7	
10	Bundi	Hindoli	NH-52	Sathur se talab gav	12 to 12.5	8	8	4	2	5	3	9	5	
11	Sikar	Kotwali Fatehpur	NH-52	Do Jati Balaji	37 to 37.5	13	9	1	0	1	1	2	1	
12	Alwar	Udhyog Nagar	NH-248A	Bakhtal ki Kothi	6 to 6.5	10	1	5	2	3	3	8	5	
13	Alwar	Udhyog Nagar	NH-248A	Lohiya ka tibara	10 to 10.5	8	5	5	2	0	0	5	2	
14	Bikaner	Lunkarsar	NH-62	Gas Godam Lunkarsar	72.5 to 73	10	11	3	5	0	0	3	5	
15	Baran	Kotwali Baran	NH-27	Bhulbhulaiya tiraha Atru Road Baran	1147 to 1145.5	10	4	4	3	1	1	5	4	

Details of Black Spots identified for the Year 2022 and continued as black spot till the year 2024 on National/State Highways.												
Accident and Fatalities in the year 2022 to 2024												
S. No.	District	Police Station	NH/SH No.	Name of Location	Stretch (KM)	2019-2021		2022		2023		Total
						Accident	Fatality	Accident	Fatality	Accident	Fatality	
16	Baran	Sadar	NH-27	SKG Factory Jain Temple Petrol Pump	1134 to 1134.5	11	5	3	7	3	1	6 8
17	Tonk	Niwai	Nh-52	Lalwadi Chauraha	50.1 to 50.6	10	6	3	2	5	2	8 4
18	Tonk	Niwai Sadar	Nh-52	Rama's Hotel	58.2 to 58.7	6	6	0	0	1	1	1 1
19	Dausa	Sikandra	NH-21	Dhabar dhani	153 to 153.5	12	12	3	3	2	2	5 5
20	Dausa	Sikandra	NH-21	Reta	162 to 162.5	7	7	0	0	3	3	3 3
21	Dausa	Sikandra	NH-21	Sikandra Chauraha	151 to 151.5	8	10	0	0	5	5	5 5
22	Dausa	Mahwa	NH-21	Pipalkheda	125.7 to 126.3	8	7	5	2	8	6	13 8
23	Dausa	Mahwa	NH-21	Patoli	131 to 131.5	18	11	3	0	3	3	6 3
24	Dausa	Mahwa	NH-21	Samleti	118.5 to 119	9	5	2	2	8	5	10 7
25	Kota Rural	Kaithoon	NH-27	Thathed Tel Depo	1 to 1.5	11	8	1	1	3	3	4 4
26	Udaipur	Sukher	NH-8	Amberi Puliya se Amarakh Mahadev Temple	255.18 to 255.22	17	19	6	6	5	5	11 11
27	Nagaur	Shri Balaji	NH-62	Alag	158.1 to 158.6	9	10	8	6	5	5	13 11
28	Nagaur	Khinvsar	NH-62	Prem Nagar	95.2 to 95.6	8	9	3	4	5	5	8 9
29	Dholpur	Sapau	NH-123	Tasimo se Parbhati Pull ke Madhy	18.2 to 18.7	8	10	5	3	4	4	9 7
30	Dholpur	Sarmathura	NH-11B	Bathua Khoh	113.5 to 114	8	9	1	1	2	2	3 3
31	Dholpur	Sadar Badi	NH-11B	Chilachaud	140.7 to 141.2	11	7	3	3	1	1	4 4

Details of Black Spots identified for the Year 2022 and continued as black spot till the year 2024 on National/State Highways.												
Accident and Fatalities in the year 2022 to 2024												
S. No.	District	Police Station	NH/SH No.	Name of Location	Stretch (KM)	2019-2021		2022		2023		Total
						Accident	Fatality	Accident	Fatality	Accident	Fatality	
32	Jaipur (East)	Sanganer	NH-12	B-2 Bypass Chauraha	9 to 9.5	25	6	8	3	2	1	4
33	Jaipur (East)	Khohnagoriyan	NH-21	Tilak Hospital Paldi Mod	365 to 365.5	12	4	12	4	15	6	10
34	Jaipur (East)	Khohnagoriyan	NH-21	Prem Nagar Puliya	364 to 364.5	15	5	6	4	12	4	8
35	Jaipur (East)	Bassi	NH-21	Bainada Mod	380 to 380.5	28	10	10	3	8	8	11
36	Jaipur (East)	Bassi	NH-21	Bhiharipura Mod	381 to 381.5	13	7	4	2	3	2	4
37	Jaipur (East)	Bassi	NH-21	Bassi Chak	383 to 383.5	21	12	7	4	11	7	11
38	Jaipur (East)	Bassi	NH-21	Jhar	389 to 389.5	40	16	1	1	16	5	6
39	Jaipur (East)	Bassi	NH-21	Banskho Phatak	391 to 391.5	19	6	6	1	8	3	4
40	Jaipur (East)	Bassi	NH-21	Jatwara	395 to 395.5	27	13	6	4	10	5	9
41	Jaipur (East)	Kanota	NH-21	Kanota Bus Stand	370 to 370.5	36	14	8	4	16	7	11
42	Jaipur (East)	Kanota	NH-21	Dayarampura Sahid ki Puliya	373 to 373.5	23	15	13	5	3	1	6
43	Jaipur (East)	Kanota	NH-21	Mali ki Kothi Bagrana	369 to 369.5	30	15	12	4	10	3	7
44	Jaipur (East)	Karni Vihar	NH-8/48	Gandhipath Puliya to Shelby Hospital	264.1 to 264.5	18	8	6	4	4	3	7
45	Jaipur (East)	Murlipura	NH-11/52	Bhawani Niketan to dher ka Balaji	240 to 240.3	14	8	2	1	0	0	1
46	Jaipur (East)	Bagru	NH-48	Chhitroli Cut	296.7 to 297.2	13	11	3	2	5	2	4
47	Jaipur (South)	Shyam Nagar	NH-48	200 feet Chauraha	2 to 2.5	30	12	10	6	11	4	10

Details of Black Spots identified for the Year 2022 and continued as black spot till the year 2024 on National/State Highways.												
Accident and Fatalities in the year 2022 to 2024												
S. No.	District	Police Station	NH/SH No.	Name of Location	Stretch (KM)	2019-2021		2022		2023		Total
						Accident	Fatality	Accident	Fatality	Accident	Fatality	
48	Jaipur (South)	Shyam Nagar	NH-48	Kamla Nehru Puliya Chauraha	3.5 to 4	22	14	8	3	2	0	3
49	Jaipur (South)	Chaksu	NH-52	Garudwasi Chauraha	6 to 6.5	7	5	3	3	1	1	4
50	Jaipur (South)	Chaksu	NH-52	Rampura Nala Tiraha	8 to 8.5	14	11	2	1	5	5	6
51	Rajsamand	Rajnagar	NH-8	Morachana	202 to 202.5	6	2	2	1	2	1	2
52	Rajsamand	Rajnagar	NH-8	Rameshwar mahadev cut devthadi	207 to 207.5	18	10	8	2	1	0	2
53	Rajsamand	Kelwa	NH-8	Pasund Tasol Road Cut	198 to 198.5	10	8	1	0	1	1	1
54	Rajsamand	Bhim	NH-8	Togi	102.4 to 102.9	16	11	2	1	1	1	2
55	Rajsamand	Deogarh	NH-58	Kamlighat	142.1 to 142.6	31	18	3	3	4	1	4
56	Rajsamand	Deogarh	NH-58	Sangawas	137.3 to 137.8	11	3	2	1	2	1	2
57	Rajsamand	Deogarh	NH-58/8	Thikarwas Kala	128.8 to 129.3	11	3	2	1	2	1	2
58	Rajsamand	Deogarh	NH-58/8	Migala	130 to 130.5	8	5	3	4	4	3	7
59	Alwar	Kathumar	SH-22	Tusari mod se Kathumar	13 to 13.5	12	18	1	1	1	1	2
60	Alwar	Sadar	SH-25	Dadar	15 to 15.5	15	5	4	2	1	3	5
61	Bundi	Sadar	SH-29	Ratabarda	8 to 8.5	14	7	4	1	6	0	1
62	Bundi	K.Patan	SH-33	Hastinapur fatak se Arnetha fatak	11 to 11.5	15	11	1	3	6	3	6

Details of Black Spots identified for the Year 2022 and continued as black spot till the year 2024 on National/State Highways.													
						Accident and Fatalities in the year 2022 to 2024							
						2019-2021		2022		2023		Total	
S. No.	District	Police Station	NH/SH No.	Name of Location	Stretch (KM)	Accident	Fatality	Accident	Fatality	Accident	Fatality	Accident	Fatality
63	Jaipur (West)	Banipark	SH-2C	Panipech to Shani Mandir	3.8 to 4.3	9	3	3	1	4	2	7	3
64	Jaipur Rural	Renwal	SH-8A	HP Petrol Pump Ramjipura ke Pass	11 to 11.5	5	7	5	2	5	4	10	6
65	Rajsamand	Charbhujia	SH-16	Panjab Mod Desuri ki Nal	7 to 7.5	7	17	2	4	3	0	5	4
Total						949	572	282	168	310	175	592	343

Details of Black Spots identified for the Year 2023 and continued as black spot till the year 2024 on National/State Highways.												
Accident and Fatalities in the year 2023 to 2024												
Sr. No.	District	Police Station	SH No.	Name of Location	Stretch (KM)	2020 to 2022		2023		Total		
						Accident	Fatality	Accident	Fatality	Accident	Fatality	Fatality
1	Jaipur Rural	Samod	SH-8B	Moriya Puliya se Kagliya Hanuman Ji	0 to 0.5	9	7	4	3	13	10	10
2	Jaipur Rural	Jobner	SH-2C	Khejdawas	6 to 6.5	9	5	2	2	11	7	7
3	Jhunjhunu	Gudhagoudji	SH-37	Leela ki Dhani	33 to 33.5	5	18	0	0	5	18	18
4	Jhunjhunu	Gudhagoudji	SH-37	Poshna Toll ke Pass	40 to 40.2	9	5	0	0	9	5	5
5	Jhunjhunu	Bagar	SH-8	Katli Nadhi ke Pass	18 to 18.5	15	6	4	0	19	6	6
6	Jhunjhunu	Bagar	SH-8	Nuniya Gothda	26 to 26.5	8	7	4	3	12	10	10
7	Jhunjhunu	Mukundgarh	SH-8	Ghodiwara Tiraha	20 to 20.4	9	6	1	1	10	7	7

Details of Black Spots identified for the Year 2023 and continued as black spot till the year 2024 on National/State Highways.											
Accident and Fatalities in the year 2023 to 2024											
Total											
Sr. No.	District	Police Station	SH No.	Name of Location	Stretch (KM)	2020 to 2022			2023		
						Accident	Fatality		Accident	Fatality	Fatality
8	Jhunjhunu	Chidawa	SH-8	Ojtu	27 to 27.5	13	7		5	2	18
9	Alwar	Sadar	SH-25	Chikani	14.5 to 15	8	8		3	2	11
10	Hanumangarh	Bhadra	SH-106	Karanpura Sikroli Mod	5 to 5.5	9	10		1	1	10
11	Hanumangarh	Hanumagarh Town	SH-7	Bharat Mata Chowk GM Resort, Satipura Bypass	401 to 401.5	6	7		0	0	6
12	Chittorgarh	Nikumbh	SH-11A	Napawali	15 to 15.5	8	14		2	2	10
13	Kota Rural	Sultanpur	SH-70	Goraji tiraha se Dganva nale tak	4 to 4.5	10	6		2	0	12
Total						118	106		28	16	146
122											

Details of Black Spots identified for the Year 2023 and continued as black spot till the year 2024 on National/State Highways.											
Accident and Fatalities in the year 2023 to 2024											
Total											
Sr. No.	District	Police Station	NH No.	Name of Location	Stretch (KM)	2020 to 2022			2023		
						Accident	Fatality		Accident	Fatality	Fatality
1	Jaipur North	Gathgate	NH-11C	Khole ke Hanuman Ji	1.5 to 2	7	5		1	0	8
2	Jaipur Rural	Shahpura	NH-48	Jaipur Tiraha	200.1 to 202.6	11	8		7	3	18
											11

Details of Black Spots identified for the Year 2023 and continued as black spot till the year 2024 on National/State Highways.										
Accident and Fatalities in the year 2023 to 2024										
Total										
Sr. No.	District	Police Station	NH No.	Name of Location	Stretch (KM)	2020 to 2022		2023		Total
						Accident	Fatality	Accident	Fatality	
3	Jaipur Rural	Shahpura	NH-48	Rajpura Puliya	204.3 to 204.8	10	15	4	1	14
4	Jaipur Rural	Manoharpur	NH-48	Nh-8 Navalpura Mod	215.8 to 215.5	10	4	7	4	17
5	Jaipur Rural	Chandwaji	NH-48	Lakheri Cut	216.9 to 217.4	18	8	3	3	21
6	Jaipur Rural	Chandwaji	NH-48	Beelpura Sevad Mata Curve	223.45 to 223.95	14	10	1	1	15
7	Jaipur Rural	Chandwaji	NH-48	Ghatwari Puliya	231.45 to 231.95	15	11	2	2	17
8	Jaipur Rural	Andhi	NH-148	Dangarwara Village	43.6 to 44.1	8	5	3	1	11
9	Jaipur Rural	Andhi	NH-148	Bhawani Village	32.5 to 33	7	5	3	2	10
10	Jaipur Rural	Raisar	NH-148	Ghatwari bus Stand	7.3 to 8.2	13	4	3	2	16
11	Jaipur Rural	Govindgarh	NH-52	Anatpura Cut	28.6 to 29.1	8	5	2	2	10
12	Jaipur Rural	Govindgarh	NH-52	Dhodsar Cut	38 to 38.5	23	7	3	3	26
13	Jhunjhunu	Pilani	NH-709	Peepeli	63 to 63.3	8	9	2	2	10
14	Sikar	Kotwali	Nh-52	Jaipur Bikaner Bypass Dhod Chauraha	216.8 to 217.3	23	14	8	3	31
15	Sikar	Udyog Nagar	NH-52	Bajor	337 to 337.5	12	9	6	2	18

Details of Black Spots identified for the Year 2023 and continued as black spot till the year 2024 on National/State Highways.									
Accident and Fatalities in the year 2023 to 2024									
Total									
Sr. No.	District	Police Station	NH No.	Name of Location	Stretch (KM)	Accident	Fatality	Accident	Fatality
16	Sikar	Ranoli	NH-52	Badhal Ki dhani	315 to 315.5	9	7	4	2
17	Sikar	Laxmangarh	NH-52	Setho ki Kothi se Chhichhs	182.8 to 183.3	9	5	5	4
18	Dausa	Mehandipur Balaji	NH-21	Khedapadpur	136 to 136.5	13	11	7	3
19	Dausa	Mehandipur Balaji	NH-21	Balaji Mod	132.9 to 133.4	9	6	9	4
20	Dausa	Mehandipur Balaji	NH-21	Gujar Seemla	133.7 to 134.2	12	12	1	1
21	Alwar	Thanagazi	NH-248A	Dwarpura Tiraha	1 to 1.5	11	13	1	1
22	Alwar	Vaishli Nagar	Nh-248A	Surya Nagar	1 to 1.5	19	7	2	1
23	Shri Ganganagar	Anoopgarh	NH-62	Nathuwala	238 to 238.5	5	5	3	4
24	Ajmer	Alwargate	NH-448	Nareli	125 to 125.5	28	25	7	5
25	Ajmer Beawar	Vijay Nagar	NH-48	Baral Chauraha	57 to 57.5	16	9	2	1
26	Tonk	Niwai	NH-52	Mahaveer Dhaba Tiraha	47.9 to 48.4	6	4	3	2
27	Tonk	Baroni	NH-52	Sohila Cut	90.5 to 91	7	7	3	3
28	Tonk	Baroni	NH-52	Vashanav Devi mandir cut se Borkhedi Puliya	94.5 to 95	6	8	2	2
29	Tonk	Ghar	NH-52	Saroli Mod	35.5 to 36	15	14	4	2
								19	16

Details of Black Spots identified for the Year 2023 and continued as black spot till the year 2024 on National/State Highways.										
Accident and Fatalities in the year 2023 to 2024										
Total										
Sr. No.	District	Police Station	NH No.	Name of Location	Stretch (KM)	2020 to 2022		2023		Total
						Accident	Fatality	Accident	Fatality	
30	Jodhpur East	Kharwad	NH-62	Netra Village se Naganrai Hotel	45 to 45.5	14	14	3	2	17
31	Jodhpur East	Banad	NH-112 old	Shriram Hospital se Khokhariya Gate tak	6 to 6.5	20	8	2	2	22
32	Jodhpur East	Banad	NH-112 old	Banad Chauraha se Banad Village Golai	15 to 15.5	8	6	2	2	10
33	Jodhpur West	Vivek Vihar	NH-62	Mogra Village	2 to 2.5	27	19	7	5	34
34	Jodhpur West	Bhagat ki Kothi	NH-62	New Campus Pali road	3 to 3.4	7	5	2	2	9
35	Jodhpur West	Boranada	NH-25	Boranada stand se Pepsi Tiraha	15 to 15.2	19	14	4	0	23
36	Jalore	Kotwali Jalore	NH-325	Circuit House Leta Road Jalore	1.5 to 2	9	9	3	3	12
37	Sirohi	Pindwara	NH-62	Azari to Janapur Chauraha	733 to 733.5	15	12	7	6	22

Details of Black Spots identified for the Year 2023 and continued as black spot till the year 2024 on National/State Highways.									
Accident and Fatalities in the year 2023 to 2024									
Total									
Sr. No.	District	Police Station	NH No.	Name of Location	Stretch (KM)	2020 to 2022		2023	
						Accident	Fatality	Accident	Fatality
38	Sirohi	Sarupganj	NH-27	Shriram Hospital cut to HR petrol pump	193 to 193.5	18	13	9	3
39	Sirohi	Abu Road Sadar	NH-27	Best Hotel to Hanuman Takri Khadat	650 to 650.5	12	8	4	4
40	Sirohi	Richo Abu Road	NH-27	Chandrwati Pul se Amamat Mahadev Temple Road	640 to 640.5	20	27	2	1
41	Udaipur	Govardhanvilas	NH-48	Balicha Bypass	323 to 323.5	14	14	12	13
42	Udaipur	Rishabdev	NH-48	Dhaga Mil	381.4 to 381.9	13	16	1	1
43	Udaipur	Rishabdev	NH-48	Kagdar	388.2 to 388.6	12	12	2	2
44	Udaipur	Khairwara	NH-48	Khandi Oberi	392.6 to 393.1	8	8	3	3
45	Udaipur	Gugunda	NH-27	Nayaguda	166.2 to 166.7	19	20	5	3
46	Udaipur	Bekariya	NH-27	Pilka Cut	210 to 210.5	6	10	3	3
47	Chittorgarh	Kotwali Nimbahera	NH-79/48/156	Jaliya Check Post	223 to 223.5	8	6	8	4
48	Chittorgarh	Sadar Nimbahera	NH-79/48/156	Badoli Madho Singh Chauraha	213 to 213.5	5	5	2	2
								7	7

Details of Black Spots identified for the Year 2023 and continued as black spot till the year 2024 on National/State Highways.										
Accident and Fatalities in the year 2023 to 2024										
Total										
Sr. No.	District	Police Station	NH No.	Name of Location	Stretch (KM)	2020 to 2022		2023		Total
						Accident	Fatality	Accident	Fatality	
49	Chittorgarh	Sadar Nimbahera	NH-79/48	Rithola Chauraha	214 to 214.5	14	11	2	2	16
50	Chittorgarh	Shambhupura	NH-79/48/156	Amiyapanth	193 to 193.5	22	15	2	3	24
51	Rajsamand	Kankroli	NH-758	Mahi Railway Phatak	88 to 88.5	6	4	1	1	7
52	Rajsamand	Nathdwara	NH-8	Rabcha	225.5 to 226	7	5	2	2	9
53	Rajsamand	Nathdwara	NH-8	Gujol	216.8 to 217.3	15	11	4	4	19
54	Rajsamand	Delwara	NH-8	Ananta Hospital	245.3 to 245.8	9	10	3	1	12
55	Rajsamand	Delwara	NH-8	Barwa	243.6 to 244.1	5	3	3	1	8
56	Rajsamand	Delwara	NH-8	Ghodda Ghati	232.8 to 233.3	8	6	5	3	13
57	Rajsamand	Charbhujia	NH-8	Amartiya	175.5 to 176	6	3	2	1	8
58	Rajsamand	Bhim	NH-8	Kukarkheda	113 to 113.5	5	2	3	7	8
59	Rajsamand	Deogarh	NH-8	Don ki Bawadi	141.1 to 141.6	9	11	4	2	13
60	Kota City	Kunhari Nanta	NH-27	Shambhupura Tiraha se Nanta Morkunari	1057.5 to 1058	15	14	8	2	23
61	Kota Roral	Simliya	NH-27	Simliya se Toll Plaza	1.5 to 2	15	8	5	6	20
62	Jhalawar	Asnawar	NH-52	Asnawar	342 to 342.5	19	6	3	2	22

Details of Black Spots identified for the Year 2023 and continued as black spot till the year 2024 on National/State Highways.											
						Accident and Fatalities in the year 2023 to 2024					
						2020 to 2022		2023		Total	
Sr. No.	District	Police Station	NH No.	Name of Location	Stretch (KM)	Accident	Fatality	Accident	Fatality	Accident	Fatality
63	Jhalawar	Asnawar	NH-52	Aakoiya	351 to 351.5	15	16	5	6	20	22
64	Jhalawar	Asnawar	NH-52	Aktasa	359 to 359.5	14	10	1	1	15	11
65	Baran	Kotwali Baran	NH-27	Bhul Bhuleya Tiraha Atru Road Baran	1147 to 1147.5	10	5	1	1	11	6
Total						800	618	243	172	1,043	790

Appendix-3

(Refer paragraph 3.4; page 36)

List of Equipment for Trauma Stabilization Unit/Primary Trauma Centres

Medical Equipment for TSU/PTC	
S. No.	Equipment
1.	Stethoscope
2.	B.P. apparatus
3.	Laryngoscope (Adult & Paediatric)
4.	B-Type Medical Oxygen Cylinder (40 CU.FT) & Flow meter/holder
5.	D-Type Medical Oxygen Cylinder ISI Mark (220 CU.FT) & Flow meter/holder (Bulk)
6.	Supply, Installation, Testing and Commissioning of Oxygen Flow Meter with Humidifier Bottle
7.	Ambu Bag (Adult, Paediatric) Silicone Resuscitators
8.	Pulmo Aid (Nebulizer)
9.	Sterilizer
10.	Glucometer
11.	Thomas Spline
12.	Intubation LMA (Laryngeal Mask Airway) Reusable
13.	Lighting (LED OT Light Double Dome)
14.	Gause Place Bin
15.	IV-Stand- Intra Venous Infusion Stand
16.	Kidney Tray (8", 10" and 12")
17.	Bed Pan
18.	SS Kick Bowl/Bucket
19.	Patient Stretcher Trolley
20.	Multi Para Monitor
21.	Magills Forceps
22.	Containers (Waste Collection Bins) 1. Red 2. Yellow 3. Green 4. Black
23.	Thermometer (Digital)
24.	Instrument Trolley

Medical Equipment for TSU/PTC	
S. No.	Equipment
25.	Electrical Suction Machine
26.	Examination Table
27.	Trauma Care Crash Cart
28.	ECG Machine Three Channel
29.	Radiology High Frequency X-Ray Machine (100 mA mobile)
30.	Stead Bed with IV stand
31.	Fowler Bed with Mattress & Cushion
32.	BiPAP Mask Ventilator Well Cushioned Face Mask with Harness/Transport Ventilator
33.	Pulse Oxymeter
34.	Automated External Defibrillators (AED)
35.	Cervical Collar
36.	Forceps Set and First Aid Surgical Kit/Dressing Kit
General Equipment and Office Furniture For TSC	
37.	Adult weighing Machine
38.	X-Ray View Box (LED X-Ray Film View Box with 1 Film Viewer)
39.	Refrigerator
40.	Supply & Installation of Air Conditioner, Split type, 1.5-ton, 5 star
41.	Office Table
42.	Office Chairs Fixed for Visitors
43.	Office Chairs Revolving for Operators
44.	Office Almira
45.	Revolving Stool for Patient
46.	Foot Step (Steel) for Patient
47.	Desktop Computer
48.	Uninterruptible Power Supply (UPS) for Desktop Computer
49.	Multi Functional Printer (MFP) Laser Printer

Appendix-4

(Refer paragraph 3.4; page 38)

Details of Manpower required, sanctioned and Men in Position (in Trauma Stabilization Unit/Primary Trauma Centres)

District	Name of PTC/TSU	General Surgeon		Physician		Obstetrician & Gynecology		Anesthetist		Medical Officer		Nursing Staff	
		Sanction Post	Men in Position	Sanction Post	Men in Position	Sanction Post	Men in Position	Sanction Post	Men in Position	Sanction Post	Men in Position	Sanction Post	Men in Position
Jaipur	Jamua Ramgarh	02	01	02	03	01	00	01	02	22	16	38	19
Tonk	Uniyara	01	00	01	00	01	01	01	00	01	01	07	07
Alwar	Tizara	03	01	00	00	00	00	00	00	03	02	10	00
	Bansur	01	00	01	01	01	01	01	01	02	02	00	00
Udaipur	Salumber	02	00	02	02	01	00	01	01	12	06	50	50
	Kherwara	01	00	01	00	01	01	01	00	02	02	17	17
Sirohi	Shivganj	NA	01	NA	02	NA	05	NA	02	NA	05	NA	00
	Reoder	00	00	01	01	01	00	01	00	02	00	10	00
Dausa	Baswa	00	00	00	00	00	00	00	00	00	01	00	01
	Lalsot	02	02	02	02	02	02	01	01	20	17	56	51
Sri Ganganagar	Sadulshahar	00	00	01	01	01	01	01	02	02	01	10	06
	Gharsana	00	00	04	02	01	00	01	01	03	03	08	08
Total	12	12	05	15	14	10	09	09	10	69	56	206	159

Note 1: (Requirement as per IPHS: General Surgeon (1); Physician (1); Obstetrician & Gynecology (1); Anesthetist (1); Medical Officer (2) and Nursing Staff (10))

2: Percentage of shortfall (i) General Surgeon- $(12-5)/12 \times 100 = 58.33$ per cent (ii) Physician- $(15-14)/15 \times 100 = 6.67$ per cent, (iii) Obstetrician & Gynecology- $(10-9)/10 \times 100 = 10$ per cent, (iv) Medical Officer $(69-56)/69 \times 100 = 18.84$ per cent, Nursing Staff $(206-159)/206 \times 100 = 22.81$ per cent.

Appendix-5

(Refer Paragraph 3.5; page 38)

Details of fund sanctioned and status of establishment of Model Trauma Centres

S. No.	Name of Hospital/ Medical College	Date of Sanction	Sanctioned amount			Current status
			Total	Civil work	Equipment	
1.	Govt. Haribaksh Kanwatia Hospital, Jaipur	27.08.2021	450.88	15	435.88	Status not provided to audit.
2.	J.L.N. Medical College, Ajmer	12.08.2021	425.13	150	275.13	Civil Work and Equipment purchase process is under progress.
3.	M.D.M. Hospital, Jodhpur	12.08.2021	606.30	0	606.30	Equipment worth ₹ 558.46 lakh had been purchased.
4.	Govt. Medical College, Churu	07.09.2022	403.60	0	403.60	Procurement of equipment was not started.
5.	Govt. Medical College, Pali	07.09.2022	505.50	175	330.50	Civil work completed and equipment purchase not started.
6.	S.K. Medical College, Sikar	07.09.2022	466.68	0	466.68	Equipment purchase work was not started.
7.	Govt. Medical College, Barmer	07.09.2022	452.28	150	302.28	Civil work was in progress and procurement of equipment was not started.
8.	R.N.T. Medical College, Udaipur	07.09.2022	599.95	100	499.95	Civil work and Equipment purchase completed
9.	S.P. Medical College, Bikaner	07.09.2022	655.97	198	457.97	Civil work was in progress and Equipment purchase was not started.
10.	Jhalawar Hospital & Medical College, Jhalawar	12.08.2021	615.00	200	415.00	Civil work was in progress and procurement of equipment was not started.
11.	Medical College, Bharatpur	12.08.2021	425.49	100	325.49	Civil work and equipment purchase work was not started.
12.	R.V.R.S. Medical College, Bhilwara	12.08.2021	420.50	125	295.50	Civil work and Equipment purchase process were under progress.
	Total		6,027.28	1,213	4,814.28	

Appendix -6

(Refer Paragraph 4.1; page 43)

Detail of members of Steering Committee

S. No.	Name of members of Steering Committee
1.	Additional Chief Secretary/ Principal Secretary Transport
2.	Transport Commissioner
3.	Additional Director General of Police (Traffic)
4.	A representative (not below the rank of Deputy Secretary) nominated by Finance Department
5.	A representative (not below the rank of Deputy Secretary) nominated by Public Works Department
6.	A representative (not below the rank of Deputy Secretary) nominated by Urban Development & Housing Department
7.	A representative (not below the rank of Deputy Secretary) nominated by Local Self Government Department,
8.	A representative (not below the rank of Deputy Secretary) nominated by Medical & Health Department
9.	A representative (not below the rank of Deputy Secretary) nominated by Education Department,
10.	A representative (not below the rank of Deputy Secretary) nominated by Department of Home Affairs
11.	Additional/Joint/Deputy Transport Commissioner, Transport & Road Safety Department.

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