

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2222
ANSWERED ON 12TH FEBRUARY, 2026**

ELECTRONIC DETAILED ACCIDENT REPORT

2222. DR. SAMBIT PATRA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether the Electronic Detailed Accident Report (e-DAR), Centralised Accident Database has helped in achieving the objectives of identifying causes of accidents and black spots to reduce road accidents and streamlining accident compensation claims for victims and if so, the details thereof;**
- (b) whether any time limit has been prescribed for disposal of compensation cases under the e-DAR scheme and if so, the steps taken to ensure compliance with the said time limit; and**
- (c) whether coordination-related issues are being faced in the implementation of e-DAR among the Police, Hospitals, State Transport Departments and Tribunals and if so, the steps taken to address the same along with the details thereof?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) and (b) Due to growing number of road accidents, injuries, fatalities etc. and concerns about road safety, it was required to establish an accurate and uniform road accident data collection system, with data analytic features to provide safer road based on data-oriented policy decisions. For this purpose, iRAD (integrated Road Accident Database) was developed as central repository for reporting, management and analysis of road accidents. The iRAD project was launched in January, 2020 and its nationwide rollout was achieved in November, 2022. Thereafter, it was extended to include digitized version of e-DAR (e-Detailed Accident Report) based on the directions from the Hon'ble Supreme Court of India.

Some of the steps/ policy decisions taken based on iRAD/ eDAR data to ensure reduction in road accidents through integrated planning and coordinated implementation are as under:

- 1. The eDAR has been integrated with PM Gati Shakti National Master Plan. The integration helps to identify accident-prone areas in planning and design stage so that adequate safety measures may be finalized in the design and development of new highway projects.**
- 2. Vide circular dated 27.02.2024, directions have been issued to road owning agencies including States/UTs for immediate short term rectification measures on the accident spots recorded on eDAR portal.**
- 3. The accident data is analyzed using grid analysis to identify top accident locations based on no. of accidents, no. of persons involved, etc. for planning interventions accordingly. Moreover, transition matrix has also been built in to analyze the accident trends between two time periods.**
- 4. eDAR data is also helpful for conducting impact assessment of various rectification measures undertaken.**
- 5. eDAR data is also used for identification of corridors of continuous 5 km length, where no road accident fatalities have occurred.**
- 6. Based on the comprehensive analysis of road accident data from eDAR portal, route action and area action scheme have been formulated for application of safety treatments on road/ area having bad overall road crash record.**
- 7. Integration of eDAR portal with VAHAN and SARATHI portals has been achieved. The integration helps in ensuring that vehicle details and driver license details are captured directly in eDAR.**
- 8. The integration of eDAR with Crime and Criminal Tracking Network & Systems (CCTNS) maintained by National Crime Records Bureau (NCRB) is ongoing. This facilitates mapping of an accident ID recorded in eDAR with an FIR recorded in CCTNS. The integration has been completed in 29 States/ UTs. Forward integration is completed in 5 States/UTs and work is under progress in 2 States/ UTs for forward integration.**
- 9. Integration of e DAR with e Courts:**
 - a. The claim settlement process involves generation/ submission of Forms I to XXII [as mandated under Gazette Notification GSR 164(E) dated 25.02.2022] in electronic format by stakeholders viz., Accident Victims/Family, Driver/Owner of the vehicles involved, Police, SLSA, MACT, Insurance Companies, Health authorities and District/Taluk Courts.**

- b. Forms I to X are being generated by States/UTs as electronic DARs through e-DAR portal. Form XI onwards are being processed on eCourts platform.**
- c. At present, the e-MACT pilot has been approved by e Committee, Supreme Court of India in two courts, namely MACT, Patiala House Court, Delhi and the Small Causes Court Complex, Bangalore, Karnataka, to observe its functioning prior to rollout in other courts.**
- d. The timeline for processing of motor accident claims has been prescribed in Gazette Notification GSR 164(E) dated 25.02.2022.**

(c) Coordination amongst various stakeholders of eDAR i.e. Police, Highways, Transport, Health Departments is a continuous process and various issues observed therein are resolved from time to time. Further, training sessions are also organized through NIC for the stakeholders in order to address the implementation issues in the field along with carrying out necessary modifications based on feedback from the stakeholders.
