PRIMUS PARTNERS®
Solutions for Tomorrow

PRIMUS RESEARCH

# Rethinking Compensation for Hit-and-Run Victims

## How Automation Can Put ₹600 Crore of Aid Within Reach

November 2026





# TABLE OF CONTENT


| | | |
|---|---|---|
| 01 | Foreword | 01 |
| 02 | Executive Summary | 02 |
| 03 | 70,000 accidents and 30,000 fatalities every year – The bane of hit and run road accidents | 04 |
| 04 | The evolution of compensation framework across 45 years | 06 |
| 05 | A persistent utilisation gap: ₹600+ Crore due annually, yet <₹300 Crore disbursed in four years | 08 |
| 06 | Is the current Scheme designed for ease of access and timely compensation? | 11 |
| 07 | From entitlement to access: Towards a simpler and faster compensation framework | 17 |
| 08 | Conclusion | 20 |
| 09 | Appendix | 21 |

# Foreword



## Giridhar Aramane

**Former Defence Secretary and Former Secretary, MoRTH**

Road safety remains a critical public policy priority, with road accidents imposing a significant human and social cost on individuals, families and communities. While sustained efforts are being undertaken to reduce road fatalities and injuries, there is an equally important need to ensure that victims and their families receive timely and meaningful support when an accident does occur. This is particularly relevant in cases of hit and run accidents, where the inability to identify the offending vehicle can leave victims and their families facing considerable financial hardship.

The existing framework for compensation in hit and run cases has provided an important avenue of relief to victims. However, the changing nature of road transport, the scale of road traffic and the evolving expectations of citizens necessitate a periodic review of the institutional and financial architecture underpinning such compensation. The objective should be to build a system that is responsive to the needs of victims, administratively efficient, financially sustainable and capable of delivering assistance with greater certainty and speed.

Such a reform must also be viewed within the broader framework of road safety. The internationally recognised 4Es framework, i.e., Engineering, Enforcement, Education and Emergency Care, provides a useful framework for addressing road safety in a comprehensive manner. While prevention of accidents must remain the foremost priority, an effective post-accident response, including timely medical assistance, rehabilitation and compensation, is an equally important component of a victim-centric road safety ecosystem.

Technology can play an important role in strengthening this ecosystem. Greater use of digital systems can facilitate faster identification and processing of eligible claims, improve coordination among police, transport, health and insurance authorities, strengthen monitoring and reduce procedural delays. Data and technology can also enable better understanding of accident patterns and outcomes, thereby supporting evidence-based interventions across the road safety continuum.

The need, therefore, is not merely to revise compensation amounts or individual provisions, but to consider the hit and run compensation regime as part of a wider institutional response to road accident victims. A reformed architecture should seek to balance adequacy of compensation, ease of access, speed of settlement, accountability and financial sustainability, while ensuring that assistance reaches those who need it most.

This Point of View makes a timely contribution to this important policy discussion. It examines the existing framework and puts forward recommendations aimed at strengthening the architecture for compensation of hit and run victims. I hope that the perspectives presented in this document will contribute to a constructive dialogue among policymakers and stakeholders and support the development of a more responsive, technology-enabled and victim-centric framework for road accident compensation.

# Executive Summary

Out of the total 4.5 lakh road accidents recorded in India annually, around 70,000 accidents are classified as 'hit and run' since the offending motor vehicle is untraceable. Hit and run accidents lead to around 30,000 fatalities and 16,000 grievously hurt victims annually. Such victims are entitled to receive statutory compensation of Rs. 2 lakh (death) and Rs 50,000 (grievous hurt) from the Government of India as per Motor Vehicles Act, 1988, with an estimated annual outgo of Rs. 600 Crore. Such compensation is required to be provided as per the provisions of 'Compensation to Victims of Hit and Run Motor Accidents Scheme, 2022'.

However, in the four years of Scheme implementation, less than 10,000 claims have been registered annually, of which less than 8,000 claimants have received the compensation. As a result, less than 25% of the Central Government's yearly obligation of more than Rs. 600 Crore was disbursed, even after 4 years of Scheme implementation. While some amendments to the Scheme have been notified by the Ministry of Road Transport and Highways, as well as directions have been issued by various Hon'ble Courts, around 80% of the eligible claimants continue to be unable to avail the compensation.

Field level consultations undertaken by the authors reveal that most victims are unaware about the Scheme. Compulsion of submitting physical claims in the jurisdiction of the accident, difficulty in accessing Scheme documents, quantum of information sought, Form IV undertaking, reluctance to provide bank account details due to fear of fraud, etc., are cited as some of the factors which deter the claimants from availing the compensation. On the administrative side, splitting the Scheme implementation between the civil administration and police administration, as well as designating the SDM / Tehsildar as Claims Enquiry Officer, have been identified as some of the bottlenecks which need to be addressed. Additionally, having a separate agency for making payments after sanction of claims by Claims Settlement Commissioner adds to procedural delays.

In order to improve the uptake of the Scheme, it is recommended to house the Scheme within the district police department so that the compensation procedure is initiated suo motu immediately after a road accident is classified as hit and run accident. In order to transition to a digital, system-initiated process, it is recommended to migrate the Scheme implementation on to the eDAR platform. Integrating the network of Common Service Centres into the Scheme framework could help victims in submitting basic details on eDAR. The Motor Vehicle Accident Fund also may be integrated with the eDAR platform so as to enable a Direct Benefit Transfer mechanism at the district level itself.

Apart from transforming the Scheme implementation framework, it is also critical to ensure a formula-based annual revision of compensation amount for which budgetary support or other sources of funds may need to be tapped by Government of India. Greater enforcement through ANPR and V2X technologies can minimize the possibility of offending vehicles not being identified, which can enable victims to access compensation through the Motor Accident Claims Tribunal. Widespread awareness of the Scheme at all district offices, schools, private companies, public transport, and any similar other forums would need to be undertaken.





**Pragya Priyadarshini**
Managing Director,
Primus Partners

The compensation framework for hit and run accident victims is an important social protection safeguard that is legally mandated, which reinforces the state's commitment to providing timely financial relief. At its core, it reflects a fundamental principle of a compassionate society, that no citizen should be left entirely alone in the face of tragedy simply because responsibility cannot be assigned. The true measure of the Scheme's success lies not merely in the quantum of financial assistance, but in how seamlessly and empathetically it reaches those most in need.

A technology-enabled, end-to-end framework integrating accident reporting, eligibility verification and automated claim processing can significantly improve access, reduce delays and ensure that eligible victims receive timely compensation. The focus must be on transforming the Scheme from a reactive compensation mechanism into a proactive, accessible and citizen-centric system of social protection.

# 70,000 accidents and 30,000 fatalities every year

## The bane of hit and run road accidents



The road transportation sector has been a significant contributor to the steady growth of India's economy, facilitating the movement of goods and people. While ever-increasing road network length and the availability of motor vehicles have provided immense socio-economic benefits, it has also brought about an onset of an increased number of road accidents.

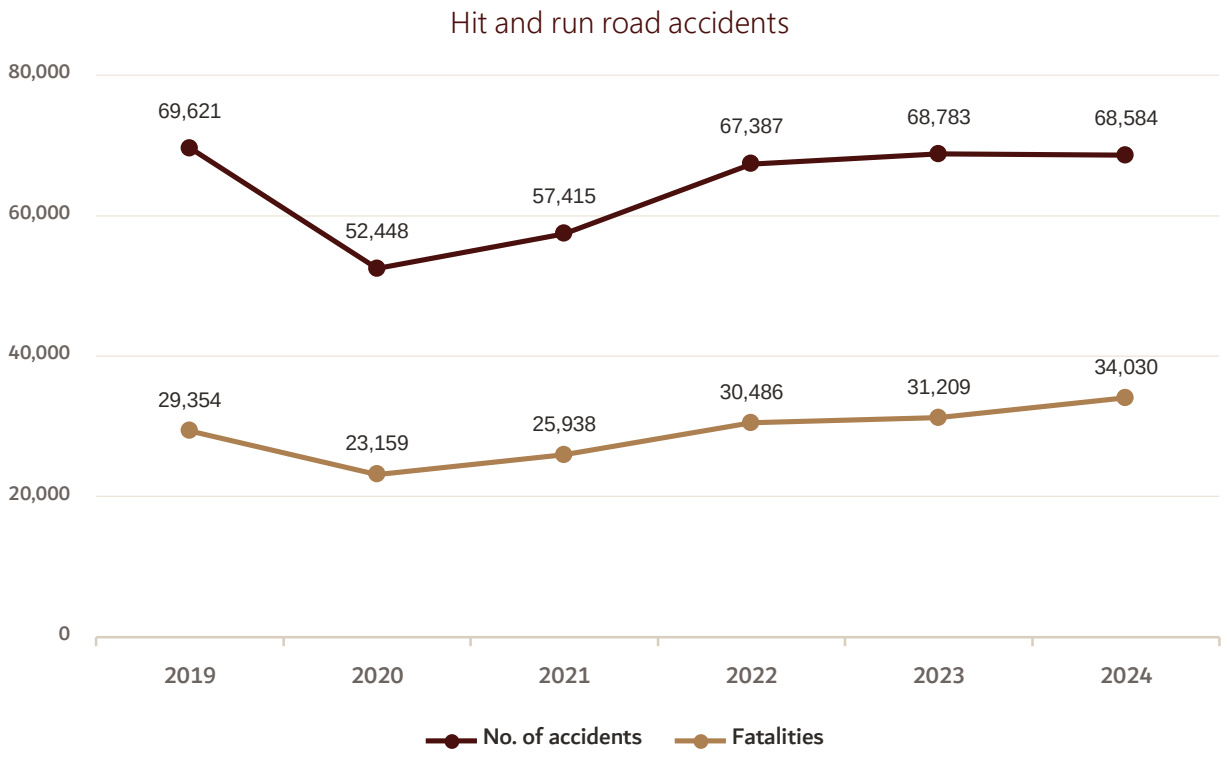
In recent years, India has recorded more than 4.5 lakh road accidents on an annual basis, claiming more than 1.6 lakh lives and causing injuries to more than 4.6 lakh victims. Road accidents can be further categorized on the basis of various factors such as the type of road on which accident occurred, severity of road accidents, type of violation causing the road accident, etc.

Considering road accidents often have an impact on the lives and livelihoods of the victims, providing them with adequate compensation becomes imperative. Such compensation is dependent on the identification of the motor vehicle causing the road accident.

There may be cases where the accused or offending motor vehicle(s) causing the motor accident may be identified during police investigation. In such cases, claimants may approach the jurisdictional Motor Accident Claim Tribunal (MACT) which may determine the compensation to be paid by the accused motor vehicle owner or the insurance company, as applicable.

However, there may be cases where such identification of accused or offending motor vehicle is not possible. Accordingly, section 145, clause (d) of Motor Vehicles (MV) Act, 1988 defines 'hit and run motor accident' as an accident arising out of the use of a motor vehicle or motor vehicles the identity whereof cannot be ascertained in spite of reasonable efforts for the purpose.

Almost 70,000 hit and run motor accidents are recorded annually, which constitutes roughly 14-15% of all road accidents. In absence of any motor vehicle owner being designated as accused or offending, the liability of paying compensation to the victim cannot be fixed in such cases. Therefore, compensation for such cases is covered under the special provisions of MV Act.



# The evolution of compensation framework across 45 years

In 1982, an amendment was introduced in the Motor Vehicles Act, 1939 to provide compensation to victims of hit and run motor accidents. Subsequent enactment of Motor Vehicles Act, 1988 introduced a 'Solatium Scheme, 1989' under Section 163 which provided for compensation of Rs. 8,500 (in case of death) or Rs. 2,000 (in case of grievous hurt) in hit and run motor accident cases. This amount was enhanced to Rs. 25,000 (in case of death) and Rs. 12,500 (in case of grievous hurt defined under section 320 IPC / section 116 BNS) vide 1994 amendment of the MV Act. The compensation was paid from the Solatium Fund, which pooled contributions from general insurance companies.

Thereafter, in 2019, the MV Act was comprehensively amended which included, inter alia, provisions related to compensation to victims of hit and run motor accidents. The 2019 amendment substituted the entire Chapter XI of the MV Act, which resulted in the provisions related to hit and run accident compensation being shifted to section 161. Further, sub-section (2) of section 161 not only enhanced the minimum payable compensation to Rs. 2 lakh (in case of death) and Rs. 50,000 (in case of grievous hurt) but also empowered the Central Government to prescribe any higher amount as compensation.

Additionally, the 2019 amendment also introduced section 164B in MV Act, which provided for establishing a 'Motor Vehicle Accident Fund' which was to be used for, inter alia, providing the aforementioned compensation to victims of hit and run motor accidents.

Subsequently, the 'Compensation to Victims of Hit and Run Motor Accidents Scheme, 2022' ("Scheme") was notified in supersession of the Solatium Scheme, 1989, to give effect to the provisions of section 161 of MV Act, as amended. Concurrently, the 'Central Motor Vehicle (Motor Vehicle Accident Fund) Rules, 2022' were notified to operationalise the Motor Vehicle Accident Fund. Under this Fund, a dedicated 'Hit and Run Compensation Account' has been established, in which the general insurance companies deposit a proportion of the annual motor third party premium.



The Scheme provides the application procedure for availing compensation under section 161 of MV Act.



**01**

The claimant is required to submit the application to the Sub-Divisional Officer, Tehsildar, or any other officer in charge of the revenue sub-division of a Taluka in which the accident took place, who will be designated as the 'Claims Enquiry Officer' in respect of this Scheme.

**02**

The Claims Enquiry Officer is required to submit his Report to the District Magistrate, the Deputy Commissioner, the Collector or any other officer-in-charge of a revenue district in a State, who will function as the 'Claims Settlement Commissioner' for this Scheme.

**03**

The Claim Settlement Commissioner may sanction the claim and forward the claim to General Insurance Council to electronically transfer the compensation to the claimant from the Motor Vehicle Accident Fund.

Various forms for relevant stakeholders have also been provided:

**Form I:** Application to be submitted by the claimant

**Form II:** Claims Enquiry Report by Claims Enquiry Officer

**Form III:** Sanction Order by Claims Settlement Commissioner

**Form IV:** Undertaking by claimant for refund of claim

The Scheme also provides a district-level and national level monitoring mechanism in the form of District Level Committees and Standing Committee respectively.

# A persistent utilisation gap: ₹600+ Crore due annually, yet <₹300 Crore disbursed in four years

**To assess the effectiveness of Scheme implementation, it is important to analyse the number of victims to which the compensation was due and the quantum of funds required therein (Table 1). Barring the COVID-19 years, it is evident that the annual number of deaths from hit and run motor accidents is around 30,000, whereas it is estimated that around 16,000 victims are grievously hurt. Cumulatively, the total compensation amount which the Central Government is obligated to provide to the victims of hit and run motor accidents is more than Rs. 600 Crore.**

Table 1. Hit and run accidents, number of victims and fund requirement (2019-2024)

| Year | Hit-and-Run Accidents | No. of victims of hit and run accidents | | | Compensation Amount Due (INR Cr.) | | |
|---|---|---|---|---|---|---|---|
| | | Victims Killed | Victims Injured | Victims Grievously Hurt ^ | For 'Victims Killed' | For 'Victims Grievously Hurt' | Total |
| (1) | (2) | (3) | (4) | (5) = 30% x (4) | (6) = Rs. 2 lakh x (3) | (7) = Rs. 50,000 x (5) | (8) = (6) + (7) |
| 2019 | 69,621 | 29,354 | 61,751 | 18,525 | 587.08 | 92.63 | 679.71 |
| 2020 | 52,448 | 23,159 | 43,789 | 13,137 | 463.18 | 65.68 | 528.86 |
| 2021 | 57,415 | 25,938 | 45,355 | 13,607 | 518.76 | 68.03 | 586.79 |
| 2022 | 67,387 | 30,486 | 54,726 | 16,418 | 609.72 | 82.09 | 691.81 |
| 2023 | 68,783 | 31,209 | 54,574 | 16,372 | 624.18 | 81.86 | 706.04 |
| 2024 | 68,584 | 34,030 | 51,517 | 15,455 | 680.6 | 77.28 | 757.88 |

Source: Road Accidents in India (MoRTH) and analysis by Primus Partners

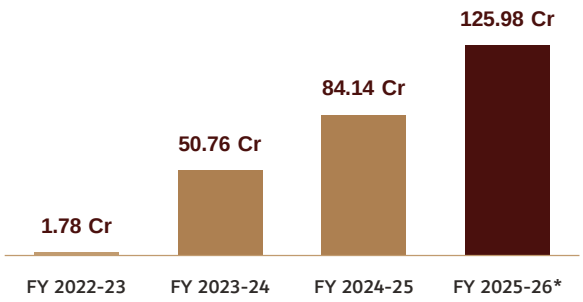
^ assumed @ 30% of 'Persons Injured' in hit and run accidents, extrapolating the percentage of grievously injured persons vis-à-vis the total injured persons in all road accidents

In 2026, the Ministry of Road Transport and Highways (MoRTH) submitted in the Lok Sabha[1] the State-wise distribution of the number of hit and run accidents for the calendar years 2020 to 2024 (refer Table 2 in Appendix) as well as the number of claims registered / paid under the Scheme from FY 2022 to 2026 (refer Table 3 in Appendix).

It is seen that the number of hit and run road accidents in 2022 to 2024 was around 68,000 annually, with the States of Madhya Pradesh, Maharashtra, Uttar Pradesh, Rajasthan and Tamil Nadu accounting for around 60% of such accidents.

However, the number of claims received under the Scheme, while showing an improving trend, has been quite limited. Against an annual average 30,000 deaths and 16,000 grievous hurt victims due to hit and run accidents, the number of claims registered have been less than 10,000 annually. Further, even after registering the claims, less than 8,000 claimants have received compensation annually. As a result, less than 25% of the Central Government's yearly obligation of more than Rs. 600 Crore was disbursed, even after 4 years of Scheme implementation.

Total amount paid under the Scheme (INR Cr.)




*As on 28.02.2026 | Source: Lok Sabha

In January 2024, the Hon'ble Supreme Court, in the matter of S. Rajaseekaran v. Union of India & Ors. issued various directions to improve the Scheme implementation:

- The jurisdictional police station is required to inform the victim or legal representatives about the Scheme along with details of Claims Enquiry Officer, in case the offending motor vehicle remains untraceable after a month of the accident.
- During the same time, the police shall also forward a First Accident Report (FAR) to the Claims Enquiry Officer.
- In case no claim application is received in the following month, the Claims Enquiry Officer shall seek the assistance of District Legal Services Authority to trace the victim or legal representative.
- A Monitoring Committee comprising DLSA Secretary, Claims Enquiry Officer and Deputy Superintendent of Police was constituted to oversee implementation and compliance.
- It also recommended the Central Government to evaluate the possibility of enhancing the compensation amount.

The Hon'ble Courts have also taken note of the present status of Scheme implementation and have made various recommendations therein.

Similarly, in July 2026, the Hon'ble High Court of Kerala vide its judgement in W.P.(Crl.) Nos.15/2026, 721/2026 & 829/2026 has recommended to study the Motor Accident Injuries Act, 2019 of Australia and the Road Traffic Act, 1988 of England and adopt best practices related to compensation regime for hit and run cases.

In addition, MoRTH also has attempted to address some of the challenges and streamline the Scheme implementation through the following Scheme amendments notified in March 2026:

01

**Removing the requirement of separate District Level Committees and transferring its functions to the existing District Road Safety Committees.**

02

**Introducing monitoring of the Scheme at the State level by the State Road Safety Council constituted under section 215 of the MV Act.**

03

**Simplification and streamlining of various Forms, including incorporation of eDAR victim ID in the claim application.**



# Is the current Scheme designed for ease of access and timely compensation?



As highlighted above, the concept of compensating victims of hit and run motor accidents originated in 1982. Yet, even after nearly 45 years of implementation including undergoing several amendments, the full potential of the Scheme in terms of widespread adoption is yet to be achieved.

To understand the challenges preventing the full extent of the Scheme's implementation, consultations were conducted with field officials including District Collectors, Sub Divisional Officers, district police officials, etc., who have been closely involved in the Scheme implementation at the ground level. Simultaneously, discussions were also held with general public to gauge their feedback from a claimant perspective.

## Consultations held with

- District Collectors
- Sub Divisional Officers
- Police officials
- Former MoRTH officials
- General public

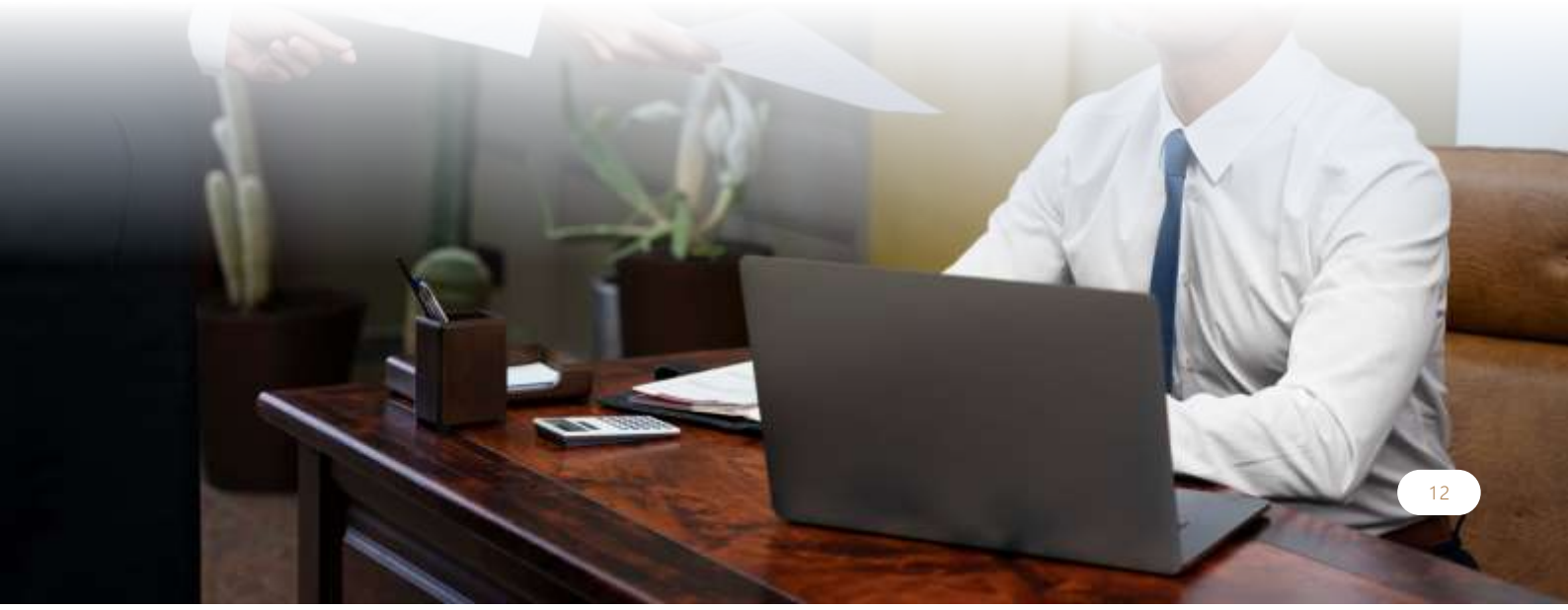
## Important issues identified

### Field official insights

01 Low awareness and perceived inadequacy
02 Jurisdictional barrier
03 Absence of digital mechanism
04 Lengthy process
05 Adjustment with alternate compensation
06 Role of SDM / Tehsildar
07 Police department as nodal entity
08 Banking data security
09 Centralised disbursal
10 High level and local monitoring
11 Scheme funding

### General public insights

01 Awareness
02 Information asymmetry
03 Adequacy of compensation amount
04 Procedural concerns
05 Digital platform with auto-triggers
06 Online process
07 Revision of amount
08 Trade-off between amount and accessibility



The important takeaways from the consultations with field officials yielded the following insights:

1

## Low awareness and perceived inadequacy

Most of the claimants, either the victim or the legal representative, lack awareness about the Scheme. Even if the claimant is aware of the Scheme, it is often perceived that the amount of compensation, especially in case of grievous hurt, is inadequate and that an unjustified, disproportionately higher time and effort would be needed to avail the same. Additionally, the Scheme documents and guidelines are not easily available online, and such information asymmetry creates apprehension about possible abuse of process.

2

## Jurisdictional barrier

The claimant is required to submit the application in the tehsil or sub-division where the accident took place. Claimants are either unaware of such jurisdictional details or are unable to locate the contact details of concerned officials to seek guidance. The challenge becomes more acute in inter-State cases, wherein the claimant resides in a district away from the district where accident took place.

3

## Absence of digital mechanism

The compulsion of submitting a physical application, due to the absence of an online portal, and the lack of any mechanism for tracking the movement of the application are also cited as key issues which discourage the claimants from seeking compensation. District officials also flag the unavailability of claim tracking as a major barrier in detecting fraudulent claim applications.

4

## Lengthy process

The present application form requires a lot of information to be submitted by claimants, for which they are dependent on different stakeholders at the district level. In absence of a single point contact to provide guidance on gathering such information and submitting the application, claimants are often forced to visit different officials in the district to seek information. In some cases, even after being guided by police officials to the concerned SDM or Tehsildar, the relevant official within their office to whom the application is to be submitted is not widely known. Such time-consuming process often discourages claimants from pursuing their claim applications further.

5

## Adjustment with alternate compensation

Claimants are often concerned about the Form IV undertaking which is to be submitted along with the claim application. This undertaking, based on section 163 of MV Act, obligates the claimant to refund the hit and run compensation amount if they receive compensation through some other instruments of law. Such provision is fundamentally at odds with the intent of section 161 of MV Act, wherein a victim of hit and run accident is obligated to receive the fixed sum compensation from Central Government.

6

## Role of SDM / Tehsildar

Designating the SDM or Tehsildar as the Claims Enquiry Officer may be revisited, considering his / her dependency on other arms of the district administration for preparing the Claims Enquiry Report. A fundamental challenge is that the SDM / Tehsildar is unaware of the occurrence of a hit and run accident, unless approached by the claimant, which prevents a proactive initiation of process by the SDM / Tehsildar. While the role of SDM / Tehsildar in determining the rightful claimant in case of family disputes is justified, he / she is dependent on other departments for all other details (e.g., the police department for accident-related details and the district hospital for victim's medical details). As a result, some resistance to Scheme adoption is evident at SDM / Tehsildar level, since it is perceived as additional non-core work.

7

## Police department as nodal entity

Since the accident is labelled as hit and run by the district police, housing the entire Scheme within the police department, instead of being split between the civil administration and police department, may streamline the process. Most of the information being sought in Form I is readily available with district police on eDAR or CCTNS platforms, and the remaining details are routinely coordinated with other departments. In case of disputes regarding rightful claimant, the police official can seek intervention of SDM / Tehsildar of the concerned jurisdiction.

8

## Banking data security

Few claimants are reluctant to provide their bank account details due to perceived fear of fraud or cybercrime. Therefore, sensitization and awareness campaigns need to be cognizant of such factors and provide adequate confidence building measures on authorized officials for collecting bank account details.

9

## Centralised disbursal

In many instances, even after sanction orders have been issued by Claims Settlement Commissioner, substantial delays are seen in payment transactions by GI Council. Having a separate agency, only to make payments, is not warranted and may be done away with. Decentralising the disbursal process by providing either local funds to the Claims Settlement Commissioners or granting permission to tap the Motor Vehicle Accident Fund directly can help fast track the payments.



10

### High level and local monitoring

Monitoring at the State level as well as improving the functioning of the District Road Safety Committees are much needed steps in order to improve district level coordination for Scheme implementation and awareness.

11

### Scheme funding

As the Scheme uptake improves or the amount of compensation is increased in future, continued dependency on general insurance companies for funding the Scheme may not be sustainable. Either substantial reforms to improve the motor third party insurance coverage will need to be undertaken or alternate sources of funding to complement the general insurance companies' contribution may need to be considered.

A similar consultation with a representative sample of general public was also carried out, which yielded the following insights:

1

### Awareness

More than 80% of respondents were unaware of the Scheme, indicating the need for widespread awareness campaigns. Respondents suggested simplifying the nomenclature / title of the Scheme for easy recall.

2

### Information asymmetry

Even among those respondents who were aware of the Scheme, 84% did not know where to find information about the scheme, forms, guidelines, etc.

3

### Adequacy of compensation amount

More than half of respondents stated that the quantum of compensation or the jurisdictional constraint of filing a claim in district of accident would majorly influence their decision to avail the compensation or not.



4

## Procedural concerns

Some of the other barriers which were cited by respondents were a lack of guidance on Scheme eligibility and process, complicated paperwork, perceived process inefficiency and delays, as well as possible corruption concerns.

5

## Digital platform with auto-triggers

95% respondents stated that they were more likely to apply for compensation if there's a centralized and transparent online portal to track their application status. However, such respondents also advocated a mechanism for auto-trigger of claim either by police or the hospital as soon as a hit and run accident is confirmed.

6

## Online process

It was advocated to make the entire process online, with limited touchpoints with government officials to make it seamless for the victims. Nearly 80% of respondents stated that they would be comfortable approaching the local police to inquire about or initiate a compensation claim.

7

## Revision of amount

Almost all respondents agreed on periodic revision of compensation amount, preferably annually, so as to keep the amount at a meaningful level.

8

## Trade-off between amount and accessibility

Given a choice between two mechanisms offering different amounts of compensation, about two-thirds of the respondents stated that their decision would be dependent on the quantum of difference in the compensation amounts, whereas around 21% stated that they would choose the scheme which is simpler and easier to access, regardless of the difference in the compensation amounts.

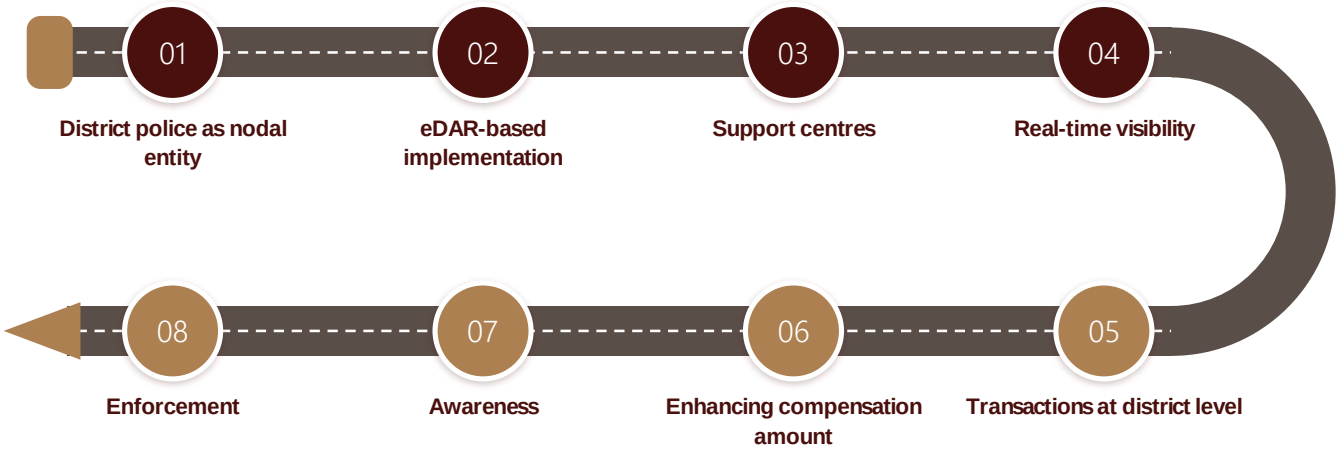


# From entitlement to access:

## Towards a simpler and faster compensation framework



Based on the assessment of the Scheme implementation till date as well as the feedback from field officials and general public, the following measures are recommended to improve the implementation of the Scheme:




## District police as nodal entity 01

Migrate the Scheme to the district police considering it is the first agency to denote a case as hit and run and anyway coordinates with various other agencies for its investigation. Hence, it would be best placed to initiate the compensation procedure, with the SHO being designated as the Claims Enquiry Officer and the District Collector as the Claims Settlement Commissioner, so as to ensure a maker-checker arrangement.

## eDAR-based implementation 02

Transition the Scheme from a manual, victim-initiated process to a digital, system-initiated process through the eDAR platform. As soon as the SHO denotes a hit and run accident on eDAR, a facility may be developed in which the mobile number of the victim or his / her legal representative is entered by the SHO. Subsequently, a link may be sent to this mobile number to submit basic details such as bank account details, incorporating necessary safeguards of the banking system. Necessary authorization to the police officials may be provided to collect such details. Considering the need for minimizing possibility for fraud, intelligent solutions such as Primus One ER may be integrated within eDAR for authenticating the details of a claimant across eDAR, CCTNS, or other relevant databases, so as to process the compensation of genuine victims.



## Support centres 03

The network of Common Service Centres (CSC) may also be integrated into the Scheme framework, as authorized support centres for victims to support and assist in uploading their details on eDAR.

## Real-time visibility 04

As soon as the claim is initiated on eDAR, a unique tracking ID may be generated which will be linked to the victim ID on eDAR, and which will be made available to the claimant for real time visibility.

## Transactions at district level 05

A Direct Benefit Transfer (DBT) mechanism at the district level may be ensured by integrating the Motor Vehicle Accident Fund with the eDAR platform. Instead of the transaction being made by GI Council, the sanction order by the Claims Settlement Commissioner may be forwarded to the Member-Secretary of District Road Safety Committee or other such senior district official. Based on a trend analysis of the case load for respective districts, a notional allocation of funds may be made to the district.

## Enhancing compensation amount 06

A formula-based annual revision of compensation amount may be carried out, to align it with the prevailing socio-economic conditions. However, the possible rise in number of claims owing to their auto-initiation, along with the increase in amount of compensation, would necessitate enhanced funds availability. Therefore, additional sources of funding such as penalties under the MV Act, or budgetary support of the Central Government may be considered.

## Awareness 07

Widespread awareness of the Scheme at all district offices, schools, private companies, public transport, and any similar other forums is imperative. Renaming the Scheme with a simple, easy-to-recall acronym such as SAHARA (Scheme for Assistance to Hit And Run Accident victims) may prove to be beneficial.

## Enforcement 08

Emphasis should also be laid on strengthening the enforcement with greater use of technology so as to minimize the possibility of offending vehicles not being caught / recognized, which in turn will allow victims to claim compensation through MACTs. In this regard, V2X technology for connected vehicles along with ANPR cameras on highways can provide crucial evidence to determine such errant vehicles.

# Conclusion

Despite 45 years of implementation, the compensation regime for hit and run accident victims has not been able to achieve substantial last mile penetration. Significant emphasis needs to be laid on designing a system which does not make the victim suffer twice, first in the accident, and subsequently in availing the compensation. Therefore, moving from a voluntary mechanism to a rights-based mechanism is essential so that timely and meaningful monetary assistance to victims of hit and run accidents is provided.



# Appendix

Table 2. State-wise details of hit and run accidents

| S. No. | State/UT | 2020 | 2021 | 2022 | 2023 | 2024(P) |
|---|---|---|---|---|---|---|
| 1 | Andhra Pradesh | 1,196 | 1,796 | 1,560 | 1,340 | 1,308 |
| 2 | Arunachal Pradesh | 7 | 5 | 2 | 0 | 0 |
| 3 | Assam | 1,235 | 1,393 | 1,163 | 1,045 | 925 |
| 4 | Bihar | 774 | 1,257 | 2,903 | 3,817 | 5,759 |
| 5 | Chhattisgarh | 1,539 | 1,553 | 1,487 | 1,494 | 1,544 |
| 6 | Goa | 36 | 34 | 35 | 20 | 11 |
| 7 | Gujarat | 1,552 | 1,720 | 2,209 | 2,214 | 1,902 |
| 8 | Haryana | 2,386 | 2,644 | 2,590 | 1,750 | 1,809 |
| 9 | Himachal Pradesh | 411 | 182 | 218 | 237 | 313 |
| 10 | Jharkhand | 800 | 953 | 990 | 1,073 | 1,304 |
| 11 | Karnataka | 2,193 | 1,958 | 3,017 | 2,737 | 2,284 |
| 12 | Kerala | 1,118 | 1,847 | 1,953 | 1,278 | 958 |
| 13 | Madhya Pradesh | 11,550 | 9,690 | 12,250 | 14,093 | 12,453 |
| 14 | Maharashtra | 6,049 | 7,974 | 8,768 | 8,987 | 6,485 |
| 15 | Manipur | 20 | 24 | 88 | 23 | 22 |
| 16 | Meghalaya | 47 | 45 | 39 | 38 | 41 |
| 17 | Mizoram | 11 | 14 | 11 | 11 | 13 |
| 18 | Nagaland | 29 | 38 | 24 | 34 | 5 |
| 19 | Odisha | 1,737 | 1,866 | 2,109 | 2,357 | 2,493 |
| 20 | Punjab | 1,238 | 1,102 | 1,563 | 1,826 | 1,954 |
| 21 | Rajasthan | 4,650 | 5,052 | 5,618 | 5,560 | 3,379 |
| 22 | Sikkim | 13 | 23 | 11 | 18 | 4 |
| 23 | Tamil Nadu | 3,829 | 3,704 | 4,774 | 5,498 | 5,799 |
| 24 | Telangana | 2,041 | 2,065 | 2,099 | 2,126 | 2,408 |
| 25 | Tripura | 149 | 126 | 171 | 137 | 110 |
| 26 | Uttarakhand | 115 | 163 | 223 | 222 | 245 |
| 27 | Uttar Pradesh | 5,823 | 6,770 | 7,585 | 6,867 | 11,209 |
| 28 | West Bengal | 1,180 | 1,204 | 1,314 | 1,251 | 1,447 |
| 29 | Andaman & Nicobar Islands | 16 | 12 | 10 | 22 | 9 |
| 30 | Chandigarh | 31 | 49 | 18 | 16 | 22 |
| 31 | Dadra & Nagar Haveli and Daman & Diu | 30 | 52 | 68 | 66 | 35 |
| 32 | Delhi | 1,445 | 1,592 | 1,772 | 1,751 | 1,575 |
| 33 | Jammu & Kashmir | 337 | 469 | 730 | 807 | 682 |
| 34 | Ladakh | NA | 3 | 5 | 13 | 8 |
| 35 | Lakshadweep | 0 | 0 | 0 | 0 | 0 |
| 36 | Puducherry | 36 | 36 | 10 | 55 | 69 |
| | Total | 53,623 | 57,415 | 67,387 | 68,783 | 68,584 |

Table 3. Claims registered and paid under the Scheme

| State / UT | 2022-2023 | | 2023-2024 | | 2024-2025 | | 2025-2026 (As on 28.02.2026) | |
|---|---|---|---|---|---|---|---|---|
| | Claims Registered | Claims Paid | Claims Registered | Claims Paid | Claims Registered | Claims Paid | Claims Registered | Claims Paid |
| Andhra Pradesh | 0 | 0 | 0 | 0 | 583 | 171 | 765 | 851 |
| Arunachal Pradesh | 0 | 0 | 0 | 0 | 0 | 0 | 347 | 0 |
| Assam | 0 | 0 | 0 | 0 | 13 | 5 | 16 | 9 |
| Bihar | 1 | 0 | 2,774 | 2,047 | 3,959 | 2,912 | 2,811 | 2,872 |
| Chhattisgarh | 0 | 0 | 3 | 1 | 102 | 53 | 488 | 315 |
| Goa | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gujarat | 1 | 0 | 18 | 11 | 678 | 350 | 819 | 720 |
| Haryana | 0 | 0 | 2 | 1 | 42 | 24 | 515 | 168 |
| Himachal Pradesh | 0 | 0 | 0 | 0 | 12 | 9 | 21 | 13 |
| Jharkhand | 190 | 88 | 399 | 432 | 433 | 312 | 790 | 563 |
| Karnataka | 0 | 0 | 11 | 3 | 193 | 130 | 463 | 385 |
| Kerala | 0 | 0 | 1 | 1 | 57 | 24 | 107 | 99 |
| Madhya Pradesh | 1 | 0 | 73 | 34 | 231 | 133 | 929 | 425 |
| Maharashtra | 2 | 1 | 21 | 10 | 47 | 49 | 135 | 58 |
| Manipur | 0 | 0 | 0 | 0 | 1 | 2 | 15 | 11 |
| Meghalaya | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 |
| Mizoram | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 |
| Nagaland | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 |

| State / UT | 2022-2023 | | 2023-2024 | | 2024-2025 | | 2025-2026 (As on 28.02.2026) | |
|---|---|---|---|---|---|---|---|---|
| | Claims Registered | Claims Paid | Claims Registered | Claims Paid | Claims Registered | Claims Paid | Claims Registered | Claims Paid |
| Odisha | 0 | 0 | 0 | 0 | 52 | 35 | 59 | 57 |
| Punjab | 0 | 0 | 1 | 1 | 53 | 27 | 107 | 65 |
| Rajasthan | 8 | 5 | 35 | 24 | 121 | 80 | 395 | 230 |
| Sikkim | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tamil Nadu | 0 | 0 | 0 | 0 | 149 | 73 | 418 | 208 |
| Telangana | 0 | 0 | 0 | 0 | 45 | 10 | 261 | 150 |
| Tripura | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| Uttar Pradesh | 1 | 1 | 54 | 5 | 164 | 104 | 219 | 106 |
| Uttarakhand | 0 | 0 | 9 | 0 | 41 | 24 | 66 | 19 |
| West Bengal | 1 | 0 | 6 | 1 | 5 | 9 | 41 | 9 |
| Andaman and Nicobar Islands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chandigarh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dadra and Nagar Haveli and Daman and Diu | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 2 |
| Delhi | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 |
| Jammu and Kashmir | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 |
| Ladakh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lakshadweep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Puducherry | 0 | 0 | 4 | 0 | 3 | 4 | 2 | 6 |
| TOTAL CLAIMS | 205 | 95 | 3,413 | 2,571 | 6,987 | 4,543 | 9,813 | 7,348 |
| TOTAL AMOUNT PAID | 1.78 Cr | | 50.76 Cr | | 84.14 Cr | | 125.98 Cr | |

Source: Lok Sabha Question

# Contributors

## Key Contributors



Pragya Priyadarshini
**Managing Director**



Harshit Garg
**Manager**



Ankita Saroop
**Intern**



Ashi Chaurasia
**Intern**

## Research Team



Raksha Sharda
**Vice President**

## Design Team



Parul Kataria
**Consultant**



**PASSION**
for providing solutions to help clients achieve their goals

**RESPECT**
for all and alternate viewpoints

**INTEGRITY**
of thoughts and actions

**MASTERY**
of our chosen subject to drive innovative and insightful solutions

**US**
representing the Primus collective, where each individual matters

**STEWARDSHIP**
for building a better tomorrow

# PRIMUS PARTNERS®

## Solutions for Tomorrow

Primus Partners has been set up to partner with clients in 'navigating' India, by experts with decades of experience in doing so for large global firms. Set up on the principle of 'Idea Realization', it brings to bear 'experience in action'. 'Idea Realization'— a unique approach to examine futuristic ideas required for the growth of an organization or a sector or geography, from the perspective of assured on ground implementability.

Our core strength comes from our founding partners, who are goal-oriented, with extensive hands-on experience and subject-matter expertise, which is well recognized in the industry. Established by seasoned industry leaders with extensive experience in global organizations, Primus Partners boasts a team of over 350 consultants and additional advisors, showcasing some of the finest talent in the nation.

The firm has a presence across multiple cities in India, as well as global offices across UAE, Saudi and USA.

## India Offices

### Bengaluru
91 Springboard
Business Hub 175, 176
Bannerghatta Rd,
Dollars Colony,
Bengaluru – 560076

### Chandigarh
2nd Floor, Netsmartz,
Plot No. 10, Rajiv
Gandhi Chandigarh
Technology Park,
Chandigarh – 160019

### Chennai
The Executive Zone,
Shakti Tower, 766,
Anna Salai,
Chennai, TN - 600002

### Delhi
1 to 7, UG Floor,
Tolstoy House,
Tolstoy Road,
Connaught Place
New Delhi - 110001

### Kolkata
Collab Deck (Cabin W1021)
Kankaria Centre,
2/1 Russel Street, Park
Street Area,
Kolkata - 700071

### Mumbai
156/157, 15th Floor,
Nariman Bhavan,
NCPA Road,
Nariman Point,
Mumbai – 400021

## International Offices

### Dubai
United Arab Emirates
(UAE)

### Dammam
Kingdom of Saudi Arabia
(KSA)

### Washington D.C
United States of America
(USA)

www.primuspartners.in | info@primuspartners.in | Primus Partners India | @partners_primus | @primuspartners7128

© 2026 Primus Partners Private Limited. All Rights Reserved.