

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

ANNEXURE **RAJYA SABHA**
UNSTARRED QUESTION NO - 2980
ANSWERED ON- 18/03/2026

BIKE TAXIS

2980. SHRI K.R. SURESH REDDY:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the number of bike taxis operational across the country between January, 2023 and January, 2026, year-wise details thereof;
- (b) the details of the methodology and sources used for collecting this data;
- (c) the number of accidents of bike taxis in the aforementioned period, year-wise details thereof;
- (d) the details of the number of people injured and killed in bike taxi accidents;
- (e) whether Government plans to introduce any centralized regulatory frameworks to encourage the bike taxi economy while simultaneously ensuring better safety mechanisms;
- (f) if so, the details thereof and if not, the reasons therefor; and
- (g) steps taken to reduce bike taxi accidents?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) and (b) The term “bike taxi” is not defined in the Motor Vehicles Act, 1988 and the rules made therein.

As per Vahan database, the total numbers of Two-wheeler (Transport) registered across the country, year-wise from Jan 2023-Jan 2026 is as under:

Year	No. of two wheeler (Transport)
2023	16,736
2024	19,509
2025	20,111
2026 (till January, 2026)	1,706

(c) and (d) The year-wise details of accidents involving all two-wheelers, as available on the electronic Detailed Accident Report (eDAR) portal, for the years 2023 to 2025 is enclosed as Annexure.

(e), (f) and (g) The Government has issued the Motor Vehicle Aggregator Guidelines, 2025 under Section 93 of the Motor Vehicles Act, 1988 to provide a regulatory framework for State Governments (which is also applicable for two wheelers) to issue licences and regulate aggregators.

The guidelines provide that State Government may allow aggregation of transport and non-transport motorcycles for journey by passengers as shared mobility through aggregators resulting in reduced traffic congestion and vehicular pollution, along with providing, inter alia, affordable passenger mobility, hyperlocal delivery, creating livelihood opportunities.

The Government has taken up a number of initiatives for improving two-wheelers' safety including compliance with helmet and safety gear regulations. These initiatives, inter-alia, include the following: -

- i. The Motor Vehicle (Amendment) Act, 2019 to the Motor Vehicles Act, 1988 focuses on road safety and includes, inter-alia, revision in penalties for traffic violations, enhanced penalties for juvenile driving, etc.
- ii. Section 128 of the Motor Vehicles Act (MV Act), 1988 provides that no driver of a two wheeled motor cycle shall carry more than one person in addition to himself on the motor cycle.
- iii. Section 129 of the MV Act, 1988 provides that every person, above four years of age, driving or riding or being carried on a motorcycle shall wear protective headgear / helmet.
- iv. Rule 138 (4) (f) of the Central Motor Vehicles Rules (CMVR), 1989 provides for supplying a protective headgear conforming to BIS specifications by the manufacturer of two wheelers at the time of purchase of the two wheeler.

- v. Rule 138 (7) (i) of the CMVR, 1989 provides safety provisions for a child aged 0 to 4 years being carried on a motorcycle - provisions of safety harness for attaching the child to the driver of the vehicle.
- vi. Rule 138(7) (iii) of the CMVR, 1989 provides that the speed of the motorcycle with the child upto age 4 years being carried as a pillion, shall not be more than 40 kmph.
- vii. In exercise of the powers conferred under sub-section (1) of section 112 of the Motor Vehicles Act, 1988, Government fixes the maximum speed for various classes of motor vehicles on different categories of roads.
- viii. Sections 180 and 181 of the Motor Vehicles Act, 1988 pertains to offences related to driving a motor vehicle in violation of the provisions laid down under Sections 3 and 4 of the Act. The Amendment has strengthened the Law to improve the road safety scenario and reduce loss of lives.

While Central Government formulates rules under the Motor Vehicles Act, 1988, the enforcement of these rules comes under the purview of State Governments/UT Administrations.

ANNEXURE REFERRED TO IN REPLY TO PART (c) and (d) OF RAJYA SABHA UNSTARRED QUESTION NO. 2980 ANSWERED ON 18.03.2026 ASKED BY SHRI K.R. SURESH REDDY REGARDING BIKE TAXIS

Type of Vehicle		Number of Accidents							Persons Involved				
		Non Fatal						Total	Killed	Non Fatal			Total
		Fatal	Grievous Injury	Minor Injury (Hospitalised)	Minor Injury (Non Hospitalised)	No Injury	Total (Non Fatal)			Grievous Injury	Minor Injury	No Injury	
Two Wheeler	2023	12,122	22,477	17,924	1,996	1,525	43,922	56,044	13,401	30,460	47,535	50,049	1,41,445
	2024	14,981	26,376	20,414	2,405	1,650	50,845	65,826	16,302	37,724	50,491	59,269	1,63,786
	2025	15,715	27,350	20,600	2,065	1,506	51,521	67,236	17,163	39,415	52,313	60,750	1,69,641
