



## THE LAST RIDE: A CASE REPORT

### Forensic Medicine

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### ABSTRACT

As of May 2025, Rapido continues to lead India's bike taxi sector, commanding a 61% market share nationwide. However, the company faces a complex landscape marked by regulatory challenges, expansion efforts, and safety concerns. In summary, while Rapido maintains a strong foothold in India's bike taxi market, it navigates a challenging environment characterized by regulatory hurdles, safety concerns, and competitive pressures. The company's proactive measures in expansion, compliance, and service diversification will be crucial in sustaining its growth trajectory.

### KEYWORDS

Rapido, landscape, diversification, expansion, trajectory

#### INTRODUCTION

Using two-wheelers (motorbikes and scooters) as taxis—popularly known as bike taxis—has become an increasingly common mode of urban transport in India. Here's a breakdown of the current scenario as of 2025:

#### • What Are Two-Wheelers as Taxis?

These are motorcycle or scooter-based ride services where a passenger books a ride through an app (e.g., Rapido, Ola Bike, Uber Moto). They are designed for quick, affordable, and efficient travel over short distances in congested urban areas.

#### Current Status in India (2025): ✓ Popular Cities & Usage

Bike taxis are hugely popular in cities like Hyderabad, Bengaluru, Gurgaon, and Lucknow due to traffic congestion and last-mile connectivity needs.

Companies like Rapido, Uber Moto, and Ola Bike dominate the segment.

#### Users Prefer Them For:

Lower cost than autos/cabs  
Faster travel through traffic  
Availability on demand

#### 🚦 Regulatory Landscape:

A Mixed Bag

#### • Where It's Banned Or Disputed

**Karnataka:** The High Court has ordered a ban on bike taxis starting June 15, 2025, unless regulations are framed. This affects around 1.5 lakh riders.

**Delhi:** Bike taxis remain banned since 2023, citing public safety and legal grey areas under the Motor Vehicles Act.

**Maharashtra:** Recently introduced bike taxi rules, requiring driver training and commercial licenses.

#### ✓ Where It's Allowed or Tolerated

Uttar Pradesh, Telangana, Andhra Pradesh, West Bengal, and others currently allow bike taxis with or without formal state-specific regulations.

In some places, enforcement is lenient or inconsistent, allowing operations to continue unofficially.

#### • Challenges

**Legal Ambiguity:** The Motor Vehicles Act doesn't clearly classify private two-wheelers for commercial passenger use.

**Safety:** Lack of helmets for pillion riders, driver background checks, and accident liability are concerns.

**Opposition From Unions:** Auto and taxi unions strongly oppose bike

taxis, saying they undercut fares and lack regulatory parity.

**Insurance & Licensing:** Most bikes used are personal vehicles not insured for commercial passenger use.

#### • Opportunities & Future

**High Demand:** For last-mile connectivity and cheaper options, especially in Tier-2 & Tier-3 cities.

**EV Integration:** Startups are exploring electric bike taxi fleets to align with India's green mobility goals.

**Policy Evolution:** States like Maharashtra and West Bengal are moving toward formal frameworks for legal bike taxi operations.

#### Case History

A 27-year-old man died in a Road Traffic Accident on 22/05/2025 at Pragati Maidan, signal when he was with the pillion who was his customer/client as he was a Rapido Rider. A heavy load container ran over him he died on the spot and pillion suffered injuries, both were brought to LNH where Rider was declared brought dead as shown in Fig. 1 and pillion was discharged after a month.



Figure 1

#### Autopsy Findings

Multiple crush injuries involving thorax abdomen and both lower limbs with degloving injuries in both lower limbs as shown in Figure 2.

Visceral organs were pale suggestive of excessive hemorrhage.



Figure 2

### Cause Of Death

Cause of death in this case is neurogenic shock subsequent to massive hemorrhage and crush injury.

### DISCUSSION

Rapido, India's leading bike taxi platform, operates in over 100 cities, offering affordable and efficient last-mile transportation, especially in congested urban areas. Despite its popularity, Rapido faces significant regulatory hurdles, with bike taxi services banned in key regions like Delhi and Karnataka due to the absence of a clear legal framework. In contrast, states like Maharashtra, Telangana, and Uttar Pradesh support its operations under varying levels of regulation. The company also grapples with safety concerns, insurance gaps, and opposition from traditional transport unions. To navigate these challenges, Rapido is diversifying into auto and cab services, investing in electric vehicle (EV) adoption, and engaging with policymakers to push for clearer guidelines. While the future holds strong potential—especially in Tier-2 and Tier-3 cities—its success will depend on regulatory clarity, improved safety norms, and EV integration.

### CONCLUSIONS

Rapido is a trailblazer in India's bike taxi market. Its journey reflects both the opportunity and friction in India's urban mobility sector.

**Success Now Hinges On:** Government policy clarity, Safety standardization, And EV fleet scaling.

We being citizen of india/customers to these taxi services should choose wisely, which public transport suits our needs best and is safe for us.

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