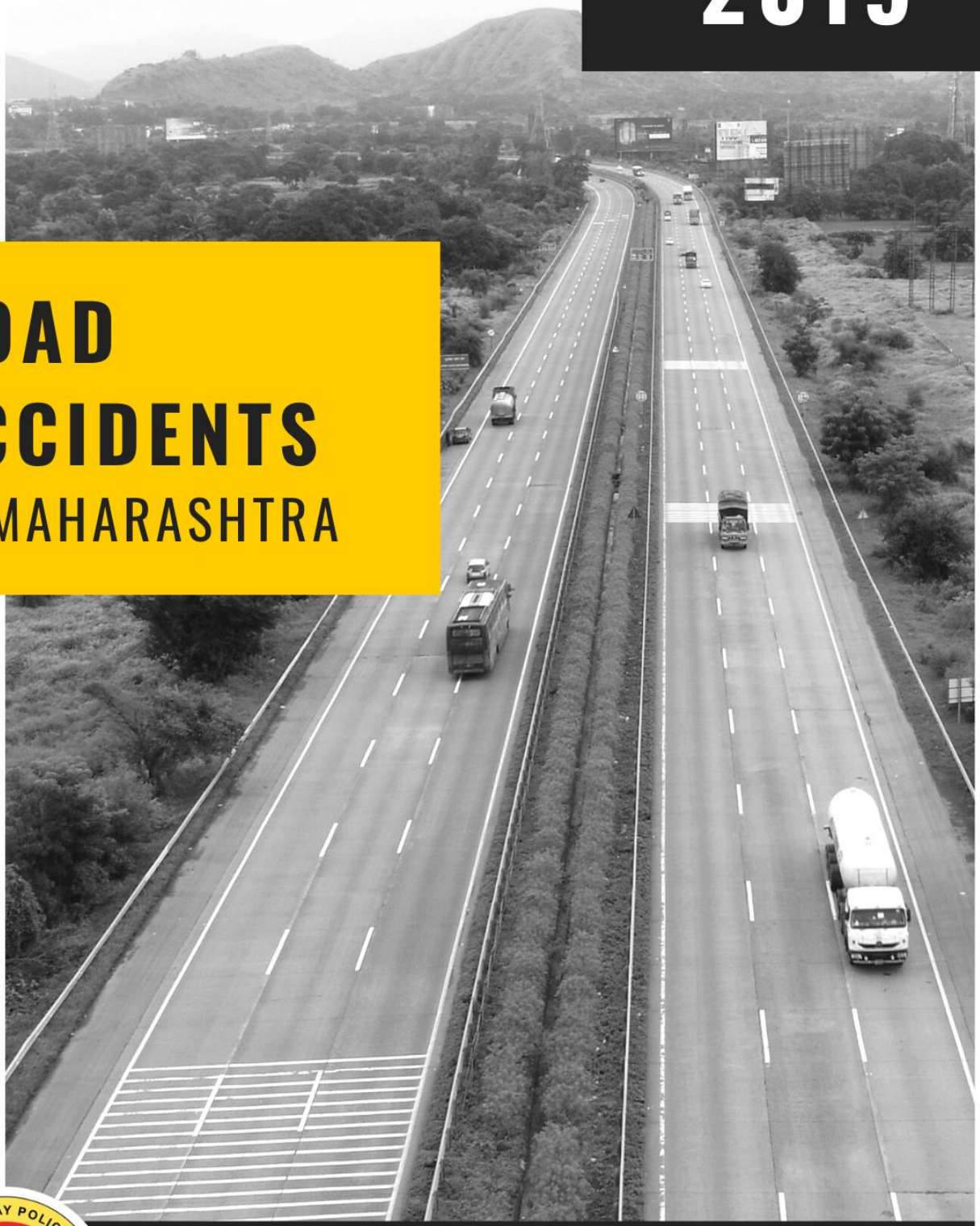
2019

ROAD ACCIDENTS
IN MAHARASHTRA



ACCIDENT RESEARCH CELL
OFFICE OF THE ADDL. DIRECTOR GENERAL OF POLICE (TRAFFIC),
MAHARASHTRA, MUMBAI - 400001

ROAD ACCIDENTS IN MAHARASHTRA – 2019

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Publisher:-
Accident Research Cell
Office of the Addl. Director General of Police (Traffic),
Moti Mahal, 6th Floor,
195, Jamshedji Tata Road,
Churchgate, Mumbai – 400 020.

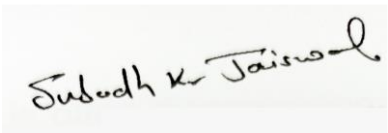
FOREWORD

Road accidents in modern times continue to remain a cause for concern. Improved technologies have also not helped the situation due to poor road conditions and shrinkage of space availability on major arterial roads due to exponential growth in multispeed vehicular traffic. Maharashtra accounts for about 13,000 deaths annually and about 20,000 persons sustain grievous injuries

As a signatory to the Stockholm declaration, affirmative action to reduce deaths from road mishaps is a sine qua non for India. More specifically, Maharashtra State administration and the State Police remain totally committed to the goal of reducing road mishaps by 50% at least. While legacy transportation systems render traffic management a major operational challenge, the State Police shall strive to improve and overcome this challenge. This booklet exemplifies the commitment. "Road Accidents in Maharashtra-2019", is a copiously detailed booklet with crucial statistical information on road accidents detailing causes and reasons of such accidents. The information encompasses incidents in both urban and rural areas. This book reflects the industrious investigative efforts of our personnel and the positive objective of building awareness. I believe this would result in generating informed choices for relevant remedial action by different stakeholders.

I am optimistic and confident that this information will enable the various State Police units to successfully conceptualize and execute effective strategies and ensure a steady decline in road accidents and fatalities.

This book is also a guide for other stakeholders like, town-planners, road-engineers, to initiate short and long-term measures to eliminate or reduce the various factors associated with road accidents. The health sector could use this data to create targeted trauma handling facilities for reducing fatalities and aim at quicker and improved recovery of other accident- patients.
I am sure this publication would inspire engineers and technocrats to visualize and create innovative designs and technologies so as to bring about a paradigm shift in addressing challenges of road safety, environment friendliness, energy conservation coupled with increased travel comfort and improved functionality. I compliment Shri Vinay Kargaonkar ADG (HSP) and his team for this exemplary effort.



Subodh Kumar Jaiswal
Director General of Police
Maharashtra State

PREFACE

Statistics often communicate candid yet brutal truths. While India accounts for a mere 3% of the world's vehicular population, we account for a shocking 12% of the world's road fatalities.

The above statistics point to the enormous social and economic damage caused year after year at the national level. A recent World Bank study states that if India can successfully reduce accident fatalities and injuries by half, Indian GDP would witness a dramatic growth of 1.4%. This is cause enough for focused remedial action on this critical issue.

Maharashtra is the proud custodian of over 17,757 Kms of Highways. Our State owns and operates the largest road network in the country. Good road connectivity to our six neighboring states spurs business activities and ensures robust trade volumes. Fortunately, even our rural areas enjoy extensive connectivity with urban areas and markets. Road Infrastructure represents the vital artery network of economic activity and well-being.

While good road connectivity is a blessing, the associated issue of road accidents is a serious problem. In 2019, Maharashtra reported 12,788 deaths. Human Error triggered 80% of these fatalities. The primary causes are rash driving, over-speeding, traffic signal violations, ignoring seat belt and helmet rules, wrong side driving, and dangerous overtaking.

The varied vehicular mix stems from various contributing factors. Economic activity at our Heavy Industries, Agricultural Hubs, Ports, and Educational Clusters demand high density and high-frequency road movement. Coupled with poor road-safety awareness and low concern for compliance, we have a readymade brew for disaster.

Tragically the majority of all road accident fatalities that occur in India impact the economically weaker sections of society. Seventy Percent of fatalities constitute a combination of pedestrians, two-wheeler riders, and cyclists. They often belong to the less affluent segments of society. Crippling injuries to people in this segment can cripple them and their families – financially and socially. It could often trap them in vicious debt cycles.

Yet, this book is not about disasters but actionable knowledge on how to prevent them. Investigations, Inquiries, and Research prove the majority of Road mishaps are predictable and preventable. Human mistakes are not totally preventable, yet the majority of the perilous outcomes viz. death and serious injuries are largely preventable. We need to be proactive to protect.

I believe that employing a judicious mix of initiatives- engineering products and practices, education, and awareness of people and enforcement for compliance of rules and regulations can yield positive results. Awareness and Education on the essentiality of Protective Equipment and our responsibilities as a good citizen to help an accident victim for accessing medical aid would bring down the number of fatalities significantly.

Similarly planning good trauma centers with a simultaneous focus on the usage of technological equipment and improved engineering practices for traffic movements and road construction would be effective prevention. This would need coordinated and collaborative action from Government, Law Enforcement Agencies, Engineering Departments, Our Community, and Health Care Sector. We must fight this war collectively with common intent and shared objectives.

Let this book, be the beacon light of our commitment for collective strife towards ensuring compliance of traffic rules and promoting compassion in our citizenry to help accident victims. Let this book also influence regulators and contractors to create and implement better engineering practices and adopt state of the art technological equipment to ensure a safer Maharashtra.

Vinay Kargaonkar
Addl. Director General of Police (Traffic)
Maharashtra State

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OVERVIEW

Roads and roadways are the primary mode of transport across the globe. Connectivity through roads help movement of humans, animals and materials. It thus shapes and develops the world at large by facilitating movement – movement for socio-cultural exchanges and economic progress. While there is a constant endeavor to increase roads and enhance road infrastructure, a lot more attention has to be given to keep our roads safe for all road users. It is quite disturbing to acknowledge that every year, the world loose over 1.35 million people due to road accidents.

Data collated over the years show that more than 90% of all road fatalities take place in low and middle income countries. Ironically, these countries are pushed down further due to the resultant loss of productivity and vulnerability of the affected and injured population. It not only weighs down the prospects of individuals and families, but also burdens the nation as a whole.

National Trends:
India, in the last two decades, has seen a growth of its road network by almost 40%. However, in the same period, its vehicular population grew by a staggering 158%. This is quite an alarming situation when it comes to traffic management which not only lead to increased accident and fatality rate but also to unwanted chaotic scenes on roadways.

Here again, it is observed that the impact of these accidents and fatalities becomes pronounced on the weaker section of the society who predominantly are pedestrians, cyclists and motorcyclists. These group, when exposed to such incidents, are rendered even more vulnerable, in most cases, even to the extent of landing in absolute debt traps and abject poverty due to extended borrowings for medical emergency and loss of earnings and earning opportunity.

Maharashtra Trends:
Maharashtra, the most developed State in India, has the largest road network. Over 99.5% of the villages in the State were connected by all-weather roads as of March 2018. Maharashtra has over 7,500 km of National Highways, 35,000 km of State Highways and an impressive network of Expressways.

A road network is vital to the economic development, trade & social integration. The road infrastructure in the State is managed by various local bodies including the Public Works Department (PWD) of the State, Municipal Corporation/Municipal Council/Nagar Panchayats, Cantonment Boards, Maharashtra State Road Development Corporation (MSRDC), Forest Department, Maharashtra Industrial Development Corporation (MIDC), City and Industrial Development Corporation (CIDCO) etc. The total road length maintained by Public Works Department and Zilla Parishad in the state was 3.04 lakh km. The infrastructure of National Highways is managed by the National Highway Authority of India (NHAI), but some national highways are managed by PWD and MSRDC.

The apex transport body, MSRTC brings alive the connectivity across the State operating more than 18,000 buses for its citizen in towns and remote villages. The transport service popularly known as ST buses are the most popular choice for all intra-state travels. Additionally, private buses compliment to extent the much required choices and massive demand.

OVERVIEW

In 2019 though the registration of new vehicles dipped by 15% as compared to 2018, more than 23 lakh vehicles were registered in Maharashtra State out of which around 16.92 lakh are two-wheelers and around 3.66 lakh are 4 wheelers LMV. As of 2019, around 3.5 crore vehicles are registered in the State out of which 2.41 crore are two wheelers and 46.32 lakhs 4-wheeler in LMV category.

Road accidents are the most unwanted events to happen to a road user, though they happen quite often. The most unfortunate thing is that we don't learn from our mistakes on the road. The laxity on part of road users cause accidents and crashes. The main cause of accidents and crashes are human errors. Listed below are the most common mistakes committed by road users in Maharashtra state, which leads to accidents.

1. Over Speeding
2. Drunken Driving
3. Red Light Jumping
4. Avoiding Safety Gears like Seat belts and Helmets.
5. Non-adherence to lane driving and overtaking in a wrong manner.
6. Wrong side driving.

"No Parking" violation, Over Speeding, Riding Without Seat Belts, Signal Jumping, and two wheeler riders without helmet are among the top five traffic rules which people usually violate and fined.

Reasons for road traffic accidents in Maharashtra:
Road traffic accident results from a combination of factors comprising roads, the environment, road engineering, vehicles and road users, and the way they interact. These factors, along with insufficient traffic knowledge like speed limits, vehicle handling, road sign, etc., primarily human factors, greatly influence exposure to risk of road accidents.

Human Factors in Road Traffic Accident:
Drunken Driving, over speeding, distractions, not following traffic rules, reckless driving are some of the factors that contribute to road traffic accidents. Driver Fatigue, sleepiness, inadequate use of helmets and safety belts, medical conditions (sudden illness, myocardial infarction, impaired vision), psychological factors (risk-taking, impulsiveness or aggressiveness, lack of focus, distress), incorrect judgment, delayed or lack of reflexes and decisions, poor perceptions, and distraction while driving (using mobile phones) also are human factors responsible for road traffic accidents.

Environmental risk factors:
These are related to roads like defective and narrow roads, defective layout of crossroads, poor use of road furniture like road markings, cat eyes, signage, etc., poor lighting, poor construction, bad design, use of low quality material in roads. Ditches and potholes also contribute to road traffic accidents.

Vehicle factors:
Conditions of vehicles plying on the roads play a major role in road traffic accidents. Excessive speed, poorly maintained vehicles, worn-out tyres, poor driving skills & standards and over-loaded vehicles are among the leading factors of accidents associated with vehicles.

OVERVIEW

Preventive measures:
Many road traffic accidents and death are preventable. Some of the preventive measures are briefly outlined below.

Vehicles: Well-maintained vehicles with good breaks, lighting, tyres, reflectors, etc. will help reduce accidents. Old, stressed and highly polluting vehicles should be phased out. Vehicles should be provided with safety provisions like airbags, seat belts, anti-skid tyres. Enforcing the use of safety devices can help reduce accidents.

Environmental factors or Condition of roads: Road design and engineering with proper lighting can help reduce road accidents. Roads should be well maintained with frequent relaying of road surfaces and markings of road safety signs. Provide proper footpaths for pedestrians and pedestrian crossings at intersections. Provide separate lanes for slow and fast moving vehicles. Roads and junctions should be wide and well-lit so that visibility is good.

Human factors: Drivers can significantly contribute to reducing accidents. Issuing of driving license should be strictly based on the minimum proficiency acquired by the learners from designated driving schools. Driver training and valid driving license are essential to curb the occurrence of accidents. Education of the drivers and traveling public about traffic rules, periodic medical checkups especially, vision and hearing for the drivers, help impart discipline and avoid accidents. Stringent penalties/fines (amendment in MVA) for traffic rule violators can be a deterrent to various traffic rule omissions and help in curbing road accidents. Ensuring use of road safety devices (helmets, belts, etc.) can be helpful. Overcrowded passenger vehicles should culminate in cancellation of permits. Setting up of trauma care centers, training of police personnel, teachers, paramedics etc. contribute majorly in efficient handling of accident relief work. Restricting stray animals like cattle, removal of encroachments on footpath, defining road margins and preventing haphazard parking of vehicles on busy roads and intersections will enable smooth flow of traffic.

Management of accident victims (To reduce mortality): The importance of the “Golden Hour” in giving adequate treatment to the accident victim in saving the injured should be highlighted to both the vehicle users and the community. There should be provision of medical care/first aid care facilities on highways and busy roads as well as provision of ambulances and trained health personnel in shifting and transporting the injured person to nearby hospitals for treatment. Awareness creation amongst all sections of the society to treat accident victims with sympathy and without fear so that the mortality can be reduced.

OVERVIEW

Last 3 years Statistics of Road Accidents in Maharashtra.

ROAD ACCIDENTS IN MAHARASHTRA								
YEAR	FATAL		GRIEVOUS INJURY		MINOR INJURY		WITHOUT INJURY	TOTAL ACCIDENTS
	Accident	Killed	Accident	Injured	Accident	Injured		
2017	11454	12511	12333	20767	7098	11477	5171	36056
2018	12098	13261	12648	20335	6585	11030	4386	35717
2019	11787	12788	12197	19152	5473	9476	3568	32925
Diff %	-3	-4	-4	-6	-17	-14	-19	-8

The above statistic shows that there was an increase in fatalities and grievous injuries in 2018 as compared to 2017, but there is a reduction of 4% in fatalities, 6% in grievous injury and 8% in total accidents respectively in 2019 as compared to 2018. In the year 2019, the total number of road traffic accidents was 32,925 which is a decrease by 8% over 2018. These accidents were responsible for a death toll of 12,788 in the year 2019. The available data translate into 38.8% persons killed per hundred accidents in the year 2019 in Maharashtra. Further, about 90 accidents and 35 deaths take place every day on the road which translates into losses of 3 lives every 2 hours on an average in the state. As of 2019, the total number of registered motor vehicles was 23.1 lakh. During the same year, the road length was 2,67,452 kilometers. These road networks consist of national highways, state highways, district roads, rural and village roads. The economic loss to the country due to road traffic accidents is 3.7% of GDP.

Out of 12,788 fatalities, 25% of deaths occurred in 3 districts i.e. Pune (1,329), Nashik (960) and Ahmednagar (873). In Mumbai City the 2872 accident registered resulted in 447 fatalities.
As compared to 2018, in 2019, Satara district shows an alarming increase in accidents by 83% and fatalities by 120%; while Ratnagiri shows a 37% reduction in accidents. Thane Rural (accidents 21%, Fatality 26%) and Washim district (accidents-16%, Fatality-23%) shows reduction in accidents and fatalities.

Though road accident ranks among the Top 10 causes of human death, it gets neglected due to the prevalent belief that it is a random event and at best considered unintended, inevitable and unpredictable. In Maharashtra, the leading cause of road accidents is mainly due to driver fault among others.

Highest number of accidents, 3228 and 3245 respectively and fatalities 1203 and 1146 respectively occurred in the month of May and January, maybe due to holidays more number of vehicles on less acquainted roads, is the reason of these accidents.

Lowest accidents occurred in October (2201) and fatalities in September i.e. 784 could be owing to the rainy season resulting in fewer vehicles on the road. Also, transportation of agricultural produce is less during this period.

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Accidents in Rural areas are more than Urban areas. 60% accidents occurred in Rural areas and 40% accidents in Urban areas. In rural areas, mostly on National Highways, good condition of roads leads to over speeding and accidents. The major cause of accidents on State Highways is head-on collision of vehicles while overtaking.

Most of the accidents occurred during day time. 55% of accidents happened during day time and 45% of accidents happened during night time. Maximum people around 18% were killed between 18.00 hrs. to 21.00 hrs. Around 6.5% killed between 3.00 am to 6.00 am.

Considering the effects of weather conditions on accidents, around 96% of accidents happened in sunny or clear daylight and 3.5% happened in rainy weather conditions.

26% of accidents happened on National Highways and 24% of accidents happened on State Highways. In 2019, as compared to previous year, 23% fewer accidents were registered and 22% fewer people were killed on the Mumbai-Pune Expressway. The main reason for reduction in accidents and fatalities is due to the all-round efforts taken by the Highway police, MSRDC officials and the representatives of NGO 'Save Life Foundation'.

32% of people killed in accidents in residential areas and 10% killed in market or commercial areas especially in cities. 8% of accidents occurred in Institutional areas.

76% accidents occurred on straight roads, 13.5% died in accidents on curved roads, 2.7% died where the road are under construction. 61 people died due to pot holes on roads. 363 people died on roads having a steep gradient.

Classifying accidents that occurred at junctions, it is found that, the highest number of accidents happened at T- Junctions in the State. 1281 people died on different type of junctions. 579 people died at T-Junction and 463 people died at Four Arm or Square Junctions. 118 people died while jumping the red light.

24 killed on Zebra Crossing by speeding vehicles and 67 killed on footpaths by dangerous drivers that rammed pedestrians on footpaths. As compared to last year, this figure is 80% and 55% less respectively.

3774 pedestrian died on the road, out of which 1428 were hit by two-wheelers and 991 by light motor vehicles. 5894 people died in two wheeler accidents ,the main reason being not wearing helmets. 2029 killed in Light Motor vehicles i.e. Car, Jeep, etc. 627 are killed in accidents of Trucks or Heavy Vehicles. Out of 1689 registered accidents of buses, 246 people were killed.

35% of accidents involved vehicles which were less than 5-year old and 34.6% of vehicles up to 5-10 year-old.

1162 people died in 2613 accidents which occurred due to overloaded vehicles. It includes overloaded goods vehicles and passenger vehicles. Over-speeding or negligence of traffic related rules could be the primary reason for the high number of accidents by normally loaded and empty vehicles.

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9253 (72%) people died in crashes between vehicle to vehicle and 22% between vehicle to pedestrian in which 2849 pedestrians were killed.

Among the top three reasons of collision type, 3617 died in 8575 cases of Hit & Run. 2942 killed in 8182 cases of crashes in which vehicle hit from rear end. 2442 people died in 6141 cases of Head-on collision. 796 accidents happened by hitting parked vehicles in which 324 people died.

Not using appropriate safety devices i.e. Helmet is the main cause of fatality in two-wheeler accidents. 5328 (41.6% of the total deaths) people died because they did not wear helmet, out of which 1646 are pillion riders. 1697 people died because they have not belted in 4-wheeler (819 Drivers and 878 passengers).

3.3 % of drivers/riders are met with an accidents have no valid license. 2.7% of the total accidents are happened by those who have learning license. Out of total deaths in road crashes 88% are males and 12% are females. 74% are of the age group 18-45 years.

Enforcement of traffic rules by Traffic Police has an important role in order to inculcate discipline among drivers and commuters further to reduce accidents. In 2019, in the State, a total of 1,50,01,212 cases were made against those who have violated traffic rules and fined to the tune of Rs.448,77,31,467/-. The overall rise in cases is 40% and in fine is 114%. The main reason of this rise is due to implementation of 'One State One e-Challan' project in the State. 1,60,884 people were booked under over-speeding and fine of Rs.16,04,75,350/- was collected. 81,899 were booked under Drunk and Driving cases and fine to the tune of Rs.11,11,75,400/- was collected. 7,79,153 cases were made against those who were not wearing seat-belts and 24,45,440 cases were made against those who were not wearing safety gear like Helmets. 2,66,009 were booked using mobile phone while driving. 3,94,013 cases were made against those who have violated the norms of signal.

Highest number of cases have been registered against people parking vehicles in "No Parking" areas. Over 22,65,142 cases were registered for No parking violation in Maharashtra during 2019.

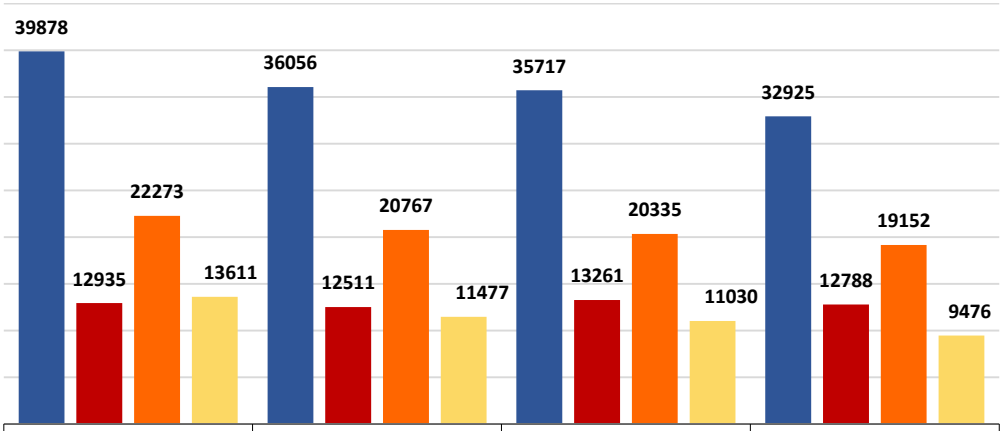
Over speeding is one of the leading causes of road accidents and deaths across India and Maharashtra. Earlier, in State, these cases were registered only in mega cities like Mumbai, Pune and Nagpur with the help of CCTV cameras. In the month of November-2019, 96 Interceptor vehicles were purchased and distributed to all police units of the State. These are well equipped with Laser Speed Gun, Breath Analyzer, Tint Enforcement Meter, etc. which help police to identify motorists driving beyond permissible speed limits. This helps to discipline drivers and reduce accidents on highways and in rural areas.

MAHARASHTRA STATE ACCIDENT - STATISTICS

ALL MAHARASHTRA YEAR-WISE ACCIDENTS

SR. NO.	YEAR	FATAL ACCIDENTS		SERIOUSLY INJURED ACCIDENTS		MINOR INJURY ACCIDENTS		WITHOUT INJURY ACCIDENTS	TOTAL ACCIDENTS
		No. of Accident	Total Killed	No. of Accident	Total Seriously Injured	No. of Accident	Total Minor Injured		
1	2016	11780	12935	13273	22273	8554	13611	6271	**39878**
2	2017	11454	12511	12333	20767	7098	11477	5171	**36056**
3	2018	12098	13261	12648	20335	6585	11030	4386	**35717**
4	2019	11787	12788	12197	19152	5473	9476	3568	**32925**
RATIO		-3	-4	-4	-6	-17	-14	-19	-8

*** Ratio Between Year 2018 and 2019**



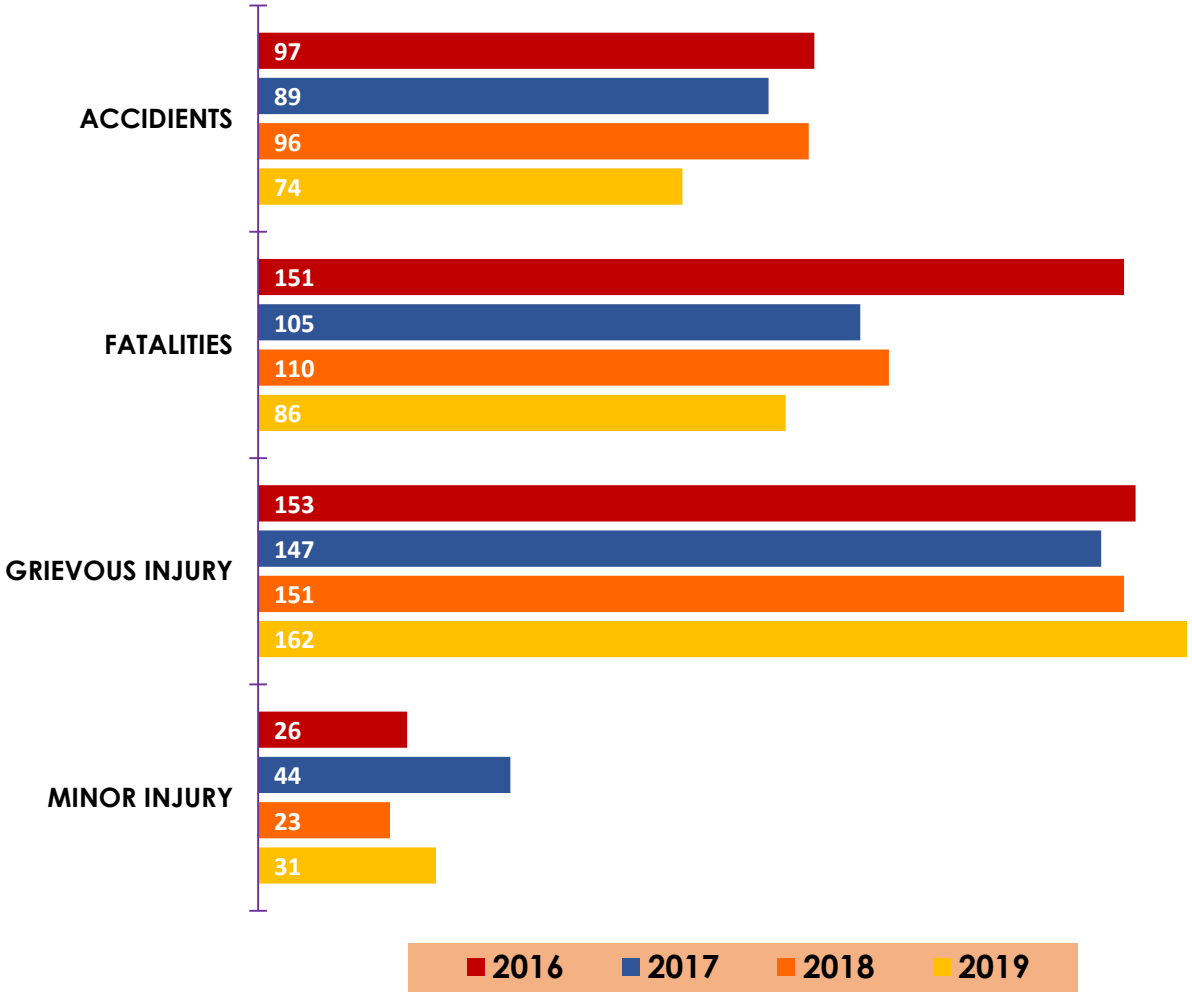
	2016	2017	2018	2019
ACCIDIENTS	**39878**	**36056**	**35717**	**32925**
FATALITIES	**12935**	**12511**	**13261**	**12788**
GRIEVOUS INJURY	**22273**	**20767**	**20335**	**19152**
MINOR INJURY	**13611**	**11477**	**11030**	**9476**

- The Highest number of accidents are recorded in the month of January(3245), followed by May(3228) and March(3030).
- 41416 people involved in 32925 road accidents across different regions of Maharashtra in 2019.
- 36% of road accidents in Maharashtra result in fatalities.
- Road accidents in Maharashtra has decreased by 7.8% as compared to 2018 and the number people has also decreased in the same proportion by 7.2%
- Out of overall people involved in road accidents in Maharashtra 31% people get killed.
- Death % in road accidents in Maharashtra has pushed itself with a marginal difference as compared to last year in 2018(29.7%) and 2019(30.9%)

ACCIDENTS CLASSIFIED ON MUMBAI - PUNE EXPRESS WAY

YEAR	FATAL ACCIDENTS		GRIEVOUS INJURED ACCIDENTS		MINOR INJURY ACCIDENTS		Without Injury Accident	Total Accident
	No. of Accident	Total Killed	No. of Accident	Total Grievous Injured	No. of Accident	Total Minor Injured		
2016	97	151	61	153	14	26	109	281
2017	89	105	94	147	21	44	156	360
2018	96	110	72	151	16	23	174	358
2019	74	86	67	162	27	31	185	353
RATIO	-22.9	-21.8	-6.9	7.3	68.8	34.8	6.3	-1.4

*** Ratio Between Year 2018 and 2019**



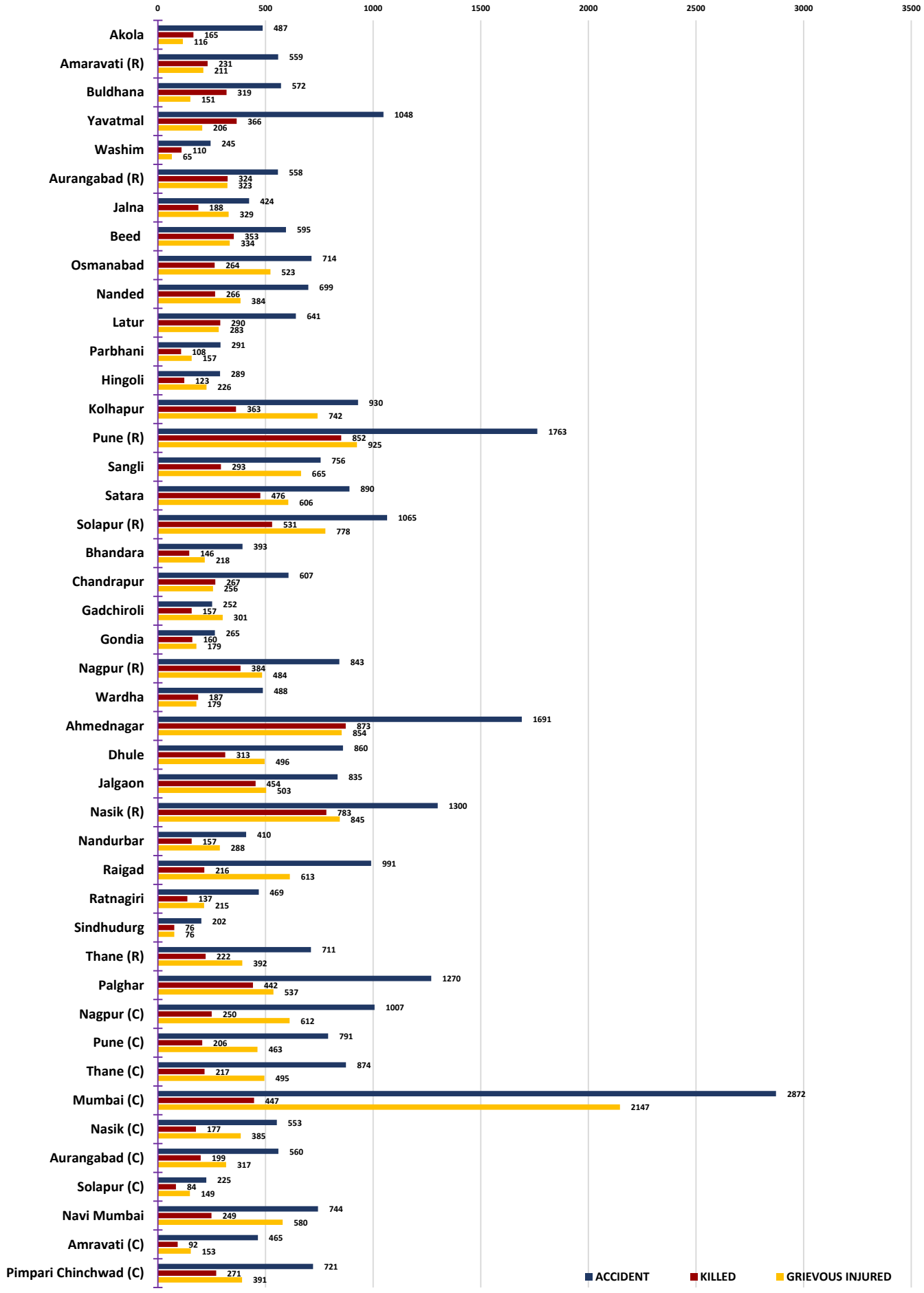
ACCIDENT COMPARATIVE REPORT 2018-2019(A)

Sr. No	District	YEAR 2018			YEAR 2019			Comparative %		
		Total Accident	Total Killed	Total Injured	Total Accident	Total Killed	Total Injured	Total Accident	Total Killed	Total Injured
1	Akola	499	161	491	487	165	473	-2	2	-4
2	Amaravati (R)	644	213	439	559	231	542	-13	8	23
3	Buldhana	648	304	628	572	319	421	-12	5	-33
4	Yavatmal	1401	350	550	1048	366	494	-25	5	-10
5	Washim	290	142	215	245	110	180	-16	-23	-16
6	Aurangabad (R)	713	383	514	558	324	383	-22	-15	-25
7	Jalna	400	205	322	424	188	416	6	-8	29
8	Beed	641	338	383	595	353	420	-7	4	10
9	Osmanabad	696	317	718	714	264	611	3	-17	-15
10	Nanded	711	270	567	699	266	483	-2	-1	-15
11	Latur	633	246	394	641	290	364	1	18	-8
12	Parbhani	320	123	242	291	108	207	-9	-12	-14
13	Hingoli	313	131	444	289	123	326	-8	-6	-27
14	Kolhapur	940	404	917	930	363	963	-1	-10	5
15	Pune (R)	2280	1009	1495	1763	852	1078	-23	-16	-28
16	Sangli	797	359	781	756	293	790	-5	-18	1
17	Satara	486	216	482	890	476	709	83	120	47
18	Solapur (R)	1044	562	926	1065	531	931	2	-6	1
19	Bhandara	413	151	488	393	146	420	-5	-3	-14
20	Chandrapur	629	297	554	607	267	498	-3	-10	-10
21	Gadchiroli	262	156	318	252	157	349	-4	1	10
22	Gondia	290	174	320	265	160	324	-9	-8	1
23	Nagpur (R)	996	346	981	843	384	950	-15	11	-3
24	Wardha	529	213	526	488	187	507	-8	-12	-4
25	Ahmednagar	1604	855	957	1691	873	1051	5	2	10
26	Dhule	961	314	1099	860	313	950	-11	0	-14
27	Jalgaon	852	422	838	835	454	770	-2	8	-8
28	Nasik (R)	1598	824	1305	1300	783	1217	-19	-5	-7
29	Nandurbar	499	177	618	410	157	414	-18	-11	-33
30	Raigad	1098	302	1149	991	216	1130	-10	-28	-2
31	Ratnagiri	749	163	1059	469	137	515	-37	-16	-51
32	Sindhudurg	260	89	305	202	76	217	-22	-15	-29
33	Thane (R)	898	301	642	711	222	576	-21	-26	-10
34	Palghar	1360	505	906	1270	442	804	-7	-12	-11
35	Nagpur (C)	1117	237	1187	1007	250	1042	-10	5	-12
36	Pune (C)	1194	352	891	791	206	626	-34	-41	-30
37	Thane (C)	990	249	998	874	217	794	-12	-13	-20
38	Mumbai (C)	3162	475	3292	2872	447	2925	-9	-6	-11
39	Nasik (C)	581	217	557	553	177	540	-5	-18	-3
40	Aurangabad (C)	567	161	493	560	199	434	-1	24	-12
41	Solapur (C)	244	92	166	225	84	168	-8	-9	1
42	Navi Mumbai	734	277	651	744	249	728	1	-10	12
43	Amravati (C)	453	90	376	465	92	394	3	2	5
44	Pimpri Chinchwad	221	89	181	721	271	494	0	0	0
TOTAL		35717	13261	31365	32925	12788	28628	-8	-4	-9

ACCIDENT REPORT - 2019

SR. NO.	DISTRICT/ COMMISSIONER	TOTAL ACCIDENTS	TOTAL KILLED	GRIEVOUS INJURED	TOTAL MINOR INJURED	WITHOUT INJURY ACCIDENTS
1	Akola	487	165	116	357	65
2	Amaravati(R)	559	231	211	331	71
3	Buldhana	572	319	151	270	54
4	Yavatmal	1048	366	206	288	380
5	Washim	245	110	65	115	24
6	Aurangabad(R)	558	324	323	60	10
7	Jalna	424	188	329	87	40
8	Beed	595	353	334	86	28
9	Osmanabad	714	264	523	88	164
10	Nanded	699	266	384	99	60
11	Latur	641	290	283	81	34
12	Parbhani	291	108	157	50	21
13	Hingoli	289	123	226	100	26
14	Kolhapur	930	363	742	221	59
15	Pune(R)	1763	852	925	153	191
16	Sangli	756	293	665	125	49
17	Satara	890	476	606	103	61
18	Solapur(R)	1065	531	778	153	33
19	Bhandara	393	146	218	202	43
20	Chandrapur	607	267	256	242	80
21	Gadchiroli	252	157	301	48	12
22	Gondia	265	160	179	145	17
23	Nagpur(R)	843	384	484	466	25
24	Wardha	488	187	179	328	57
25	Ahmednagar	1691	873	854	197	78
26	Dhule	860	313	496	454	181
27	Jalgaon	835	454	503	267	49
28	Nasik(R)	1300	783	845	372	54
29	Nandurbar	410	157	288	126	88
30	Raigad	991	216	613	517	323
31	Ratnagiri	469	137	215	300	111
32	Sindhudurg	202	76	76	141	39
33	Thane(R)	711	222	392	184	115
34	Palghar	1270	442	537	267	291
35	Nagpur (C)	1007	250	612	430	31
36	Pune (C)	791	206	463	163	62
37	Thane (C)	874	217	495	299	50
38	Mumbai (C)	2872	447	2147	778	116
39	Nasik (C)	553	177	385	155	6
40	Aurangabad (C)	560	199	317	117	67
41	Solapur (C)	225	84	149	19	22
42	Navi Mumbai	744	249	580	148	3
43	Amaravati (C)	465	92	153	241	116
44	Pimpri Chinchwad (C)	721	271	391	103	62
GRAND TOTAL		**32925**	**12788**	**19152**	**9476**	**3468**

DISTRICTWISE ACCIDENT REPORT - 2019



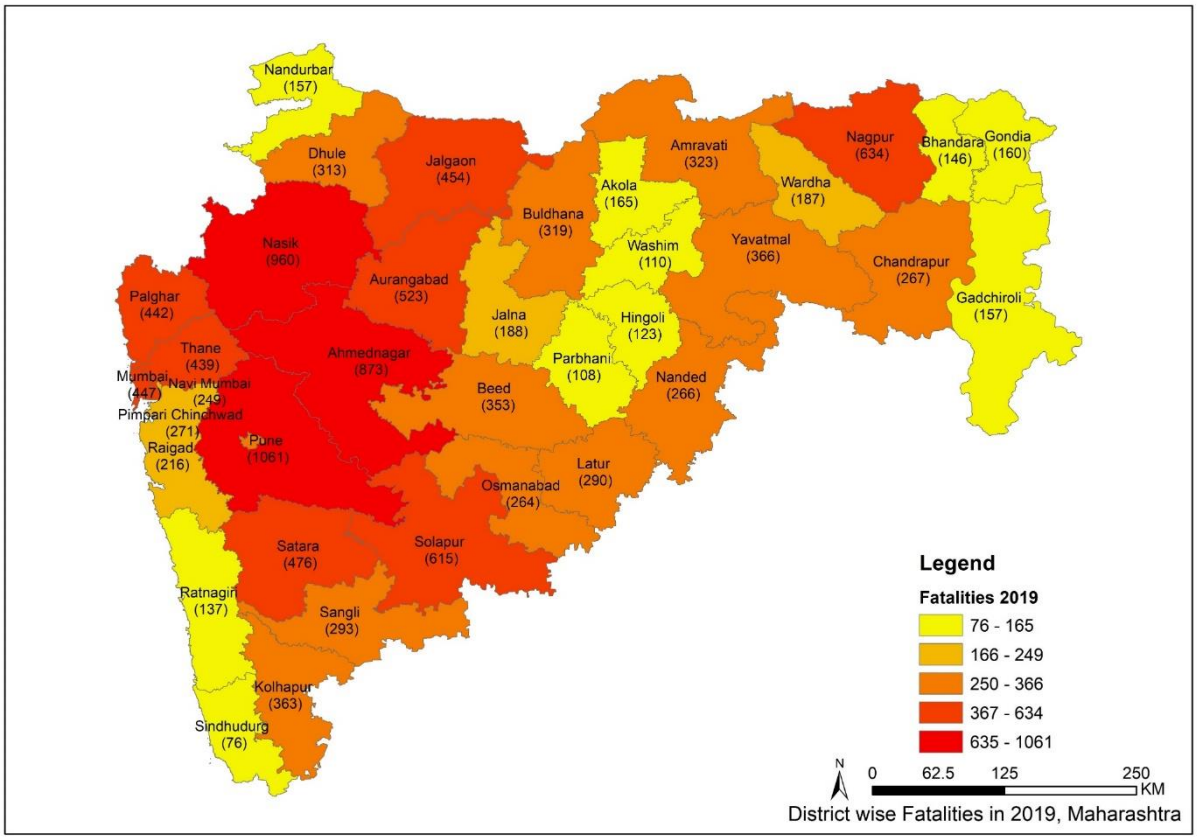
RANGE-WISE ACCIDENT REPORT - 2019

SR. NO.	ISTRICT/ COMMISSIONER	FATAL ACCIDENTS				GRIEVOUS INJURED ACCIDENTS			
		No. of Accident	Male Killed	Female Killed	Total Killed	No. of Accident	Male Seriously Injured	Female Seriously Injured	Total Seriously Injured
1	Akola	152	156	9	165	69	106	10	116
2	Amaravati(R)	218	209	22	231	96	187	24	211
3	Buldhana	264	281	38	319	95	127	24	151
4	Yavatmal	338	328	38	366	141	172	34	206
5	Washim	98	94	16	110	48	58	7	65
AMRAVATI RANGE		**1070**	**1068**	**123**	**1191**	**449**	**650**	**99**	**749**
1	Aurangabad(R)	298	305	19	324	222	295	28	323
2	Jalna	176	174	14	188	153	297	32	329
3	Beed	305	303	50	353	225	290	44	334
4	Osmanabad	233	223	41	264	262	430	93	523
AURANGABAD RANGE		**1012**	**1005**	**124**	**1129**	**862**	**1312**	**197**	**1509**
1	Nanded	255	234	32	266	309	341	43	384
2	Latur	268	251	39	290	259	253	30	283
3	Parbhani	103	97	11	108	125	149	8	157
4	Hingoli	114	108	15	123	116	181	45	226
NANDED RANGE		**740**	**690**	**97**	**787**	**809**	**924**	**126**	**1050**
1	Kolhapur	338	303	60	363	464	575	167	742
2	Pune(R)	796	765	87	852	661	766	159	925
3	Sangli	271	258	35	293	382	521	144	665
3	Satara	451	411	65	476	320	465	141	606
4	Solapur(R)	482	460	71	531	451	633	145	778
KOLHAPUR RANGE		**2338**	**2917**	**318**	**2515**	**2278**	**2960**	**756**	**3716**
1	Bhandara	132	128	18	146	115	184	34	218
2	Chandrapur	242	233	34	267	123	197	59	256
3	Gadchiroli	136	141	16	157	68	221	80	301
4	Gondia	146	148	12	160	66	140	39	179
5	Nagpur(R)	355	336	48	384	217	384	100	484
6	Wardha	175	171	16	187	92	161	18	179
NAGPUR RANGE		**1186**	**1157**	**144**	**1301**	**681**	**1287**	**330**	**1617**
1	Ahmednagar	819	753	120	873	619	745	109	854
2	Dhule	266	275	38	313	251	402	94	496
3	Jalgaon	407	415	39	454	255	415	88	503
4	Nasik(R)	724	708	75	783	441	734	111	845
5	Nandurbar	138	140	17	157	106	220	68	288
NASHIK RANGE		**2354**	**2291**	**289**	**2580**	**1672**	**2516**	**470**	**2986**
1	Raigad	189	182	34	216	248	500	113	613
2	Ratnagiri	128	122	15	137	113	163	52	215
3	Sindhudurg	72	66	10	76	48	64	12	76
4	Thane(R)	207	196	26	222	263	318	74	392
5	Palghar	409	392	50	442	356	427	110	537
KOKAN RANGE		**1005**	**958**	**135**	**1093**	**1028**	**1472**	**361**	**1833**
1	Nagpur (C)	233	209	41	250	401	453	159	612
2	Pune (C)	199	171	35	206	388	345	118	463
3	Thane (C)	207	183	34	217	398	384	111	495
4	Mumbai (C)	420	356	91	447	1813	1649	498	2147
5	Nasik (C)	169	152	25	177	285	298	87	385
6	Aurangabad (C)	181	167	32	199	225	245	72	317
7	Solapur (C)	82	72	12	84	103	125	24	149
8	Navi Mumbai	241	227	22	249	401	454	126	580
9	Amaravati (C)	88	85	7	92	96	129	24	153
10	Pimpri Chinchwad (C)	262	240	31	271	308	313	78	391
CITY RANGE		**2082**	**1862**	**330**	**2192**	**4418**	**4395**	**1297**	**5692**
GRAND TOTAL		**11787**	**11228**	**1560**	**12788**	**12197**	**15516**	**3636**	**19152**

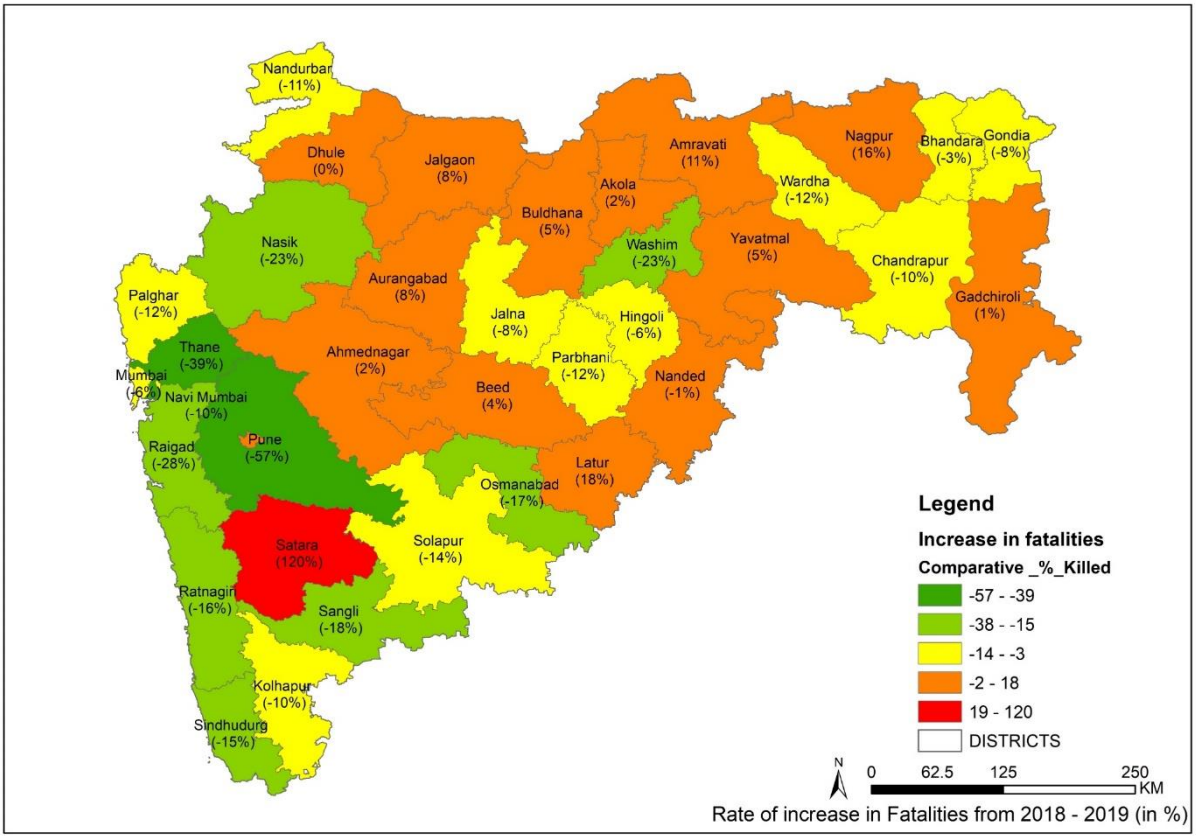
RANGE-WISE ACCIDENT REPORT - 2019

SR. NO.	DISTRICT/ COMMISSIONER	MINOR INJURY ACCIDENTS				WITHOUT INJURY ACCIDENTS	TOTAL ACCIDENTS
		No. of Accident	Male Minor Injured	Female Minor Injured	Total Minor Injured		
1	Akola	201	319	38	357	65	487
2	Amaravati(R)	174	255	76	331	71	559
3	Buldhana	159	236	34	270	54	572
4	Yavatmal	189	260	28	288	380	1048
5	Washim	75	109	6	115	24	245
AMRAVATI RANGE		**798**	**1179**	**182**	**1361**	**594**	**2911**
1	Aurangabad(R)	28	51	9	60	10	558
2	Jalna	55	87	0	87	40	424
3	Beed	37	69	17	86	28	595
4	Osmanabad	55	65	23	88	164	714
AURANGABAD RANGE		**175**	**272**	**49**	**321**	**242**	**2291**
1	Nanded	75	82	17	99	60	699
2	Latur	80	76	5	81	34	641
3	Parbhani	42	50	0	50	21	291
4	Hingoli	33	90	10	100	26	289
NANDED RANGE		**230**	**298**	**32**	**330**	**141**	**1920**
1	Kolhapur	69	150	71	221	59	930
2	Pune(R)	115	137	16	153	191	1763
3	Sangli	54	86	39	125	49	756
4	Satara	58	81	22	103	61	890
5	Solapur(R)	99	122	31	153	33	1065
KOLHAPUR RANGE		**395**	**576**	**179**	**755**	**393**	**5404**
1	Bhandara	103	162	40	202	43	393
2	Chandrapur	162	190	52	242	80	607
3	Gadchiroli	36	34	14	48	12	252
4	Gondia	36	104	41	145	17	265
5	Nagpur(R)	246	394	72	466	25	843
6	Wardha	164	248	80	328	57	488
NAGPUR RANGE		**747**	**1132**	**299**	**1431**	**234**	**2848**
1	Ahmednagar	175	185	12	197	78	1691
2	Dhule	162	355	99	454	181	860
3	Jalgaon	124	225	42	267	49	835
4	Nasik(R)	81	329	43	372	54	1300
5	Nandurbar	78	110	16	126	88	410
NASHIK RANGE		**620**	**1204**	**212**	**1416**	**450**	**5096**
1	Raigad	231	400	117	517	323	991
2	Ratnagiri	117	218	82	300	111	469
3	Sindhudurg	43	119	22	141	39	202
4	Thane(R)	126	159	25	184	115	711
5	Palghar	214	229	38	267	291	1270
KOKAN RANGE		**731**	**1125**	**284**	**1409**	**879**	**3643**
1	Nagpur (C)	342	309	121	430	31	1007
2	Pune (C)	142	100	63	163	62	791
3	Thane (C)	219	215	84	299	50	874
4	Mumbai (C)	523	550	228	778	116	2872
5	Nasik (C)	93	105	50	155	6	553
6	Aurangabad (C)	87	93	24	117	67	560
7	Solapur (C)	18	15	4	19	22	225
8	Navi Mumbai	99	114	34	148	3	744
9	Amaravati (C)	165	183	58	241	116	465
10	Pimpri Chinchwad (C)	89	83	20	103	62	721
CITY RANGE		**1777**	**1767**	**686**	**2453**	**535**	**8812**
GRAND TOTAL		**5473**	**7553**	**1923**	**9476**	**3468**	**32925**

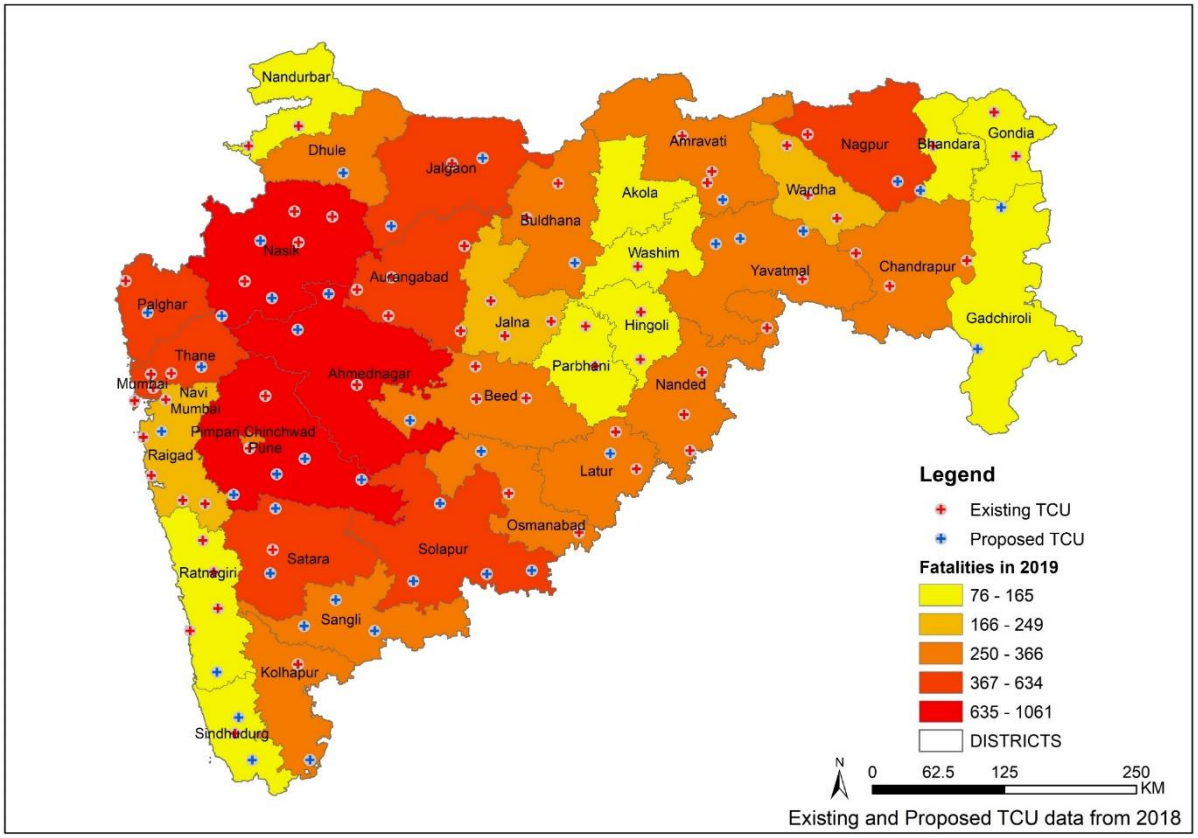
FATALITIES - 2019



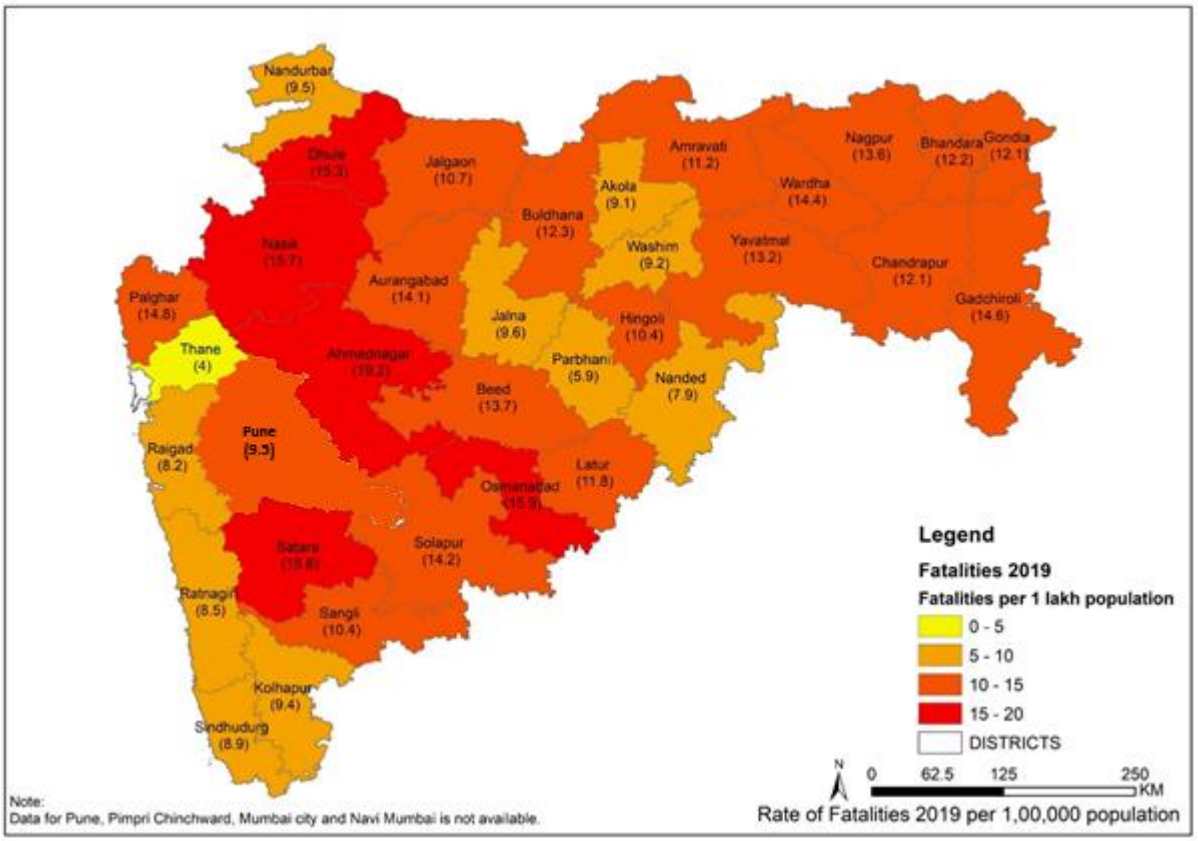
INCREASE IN FATALITIES COMPARATIVE - 2019



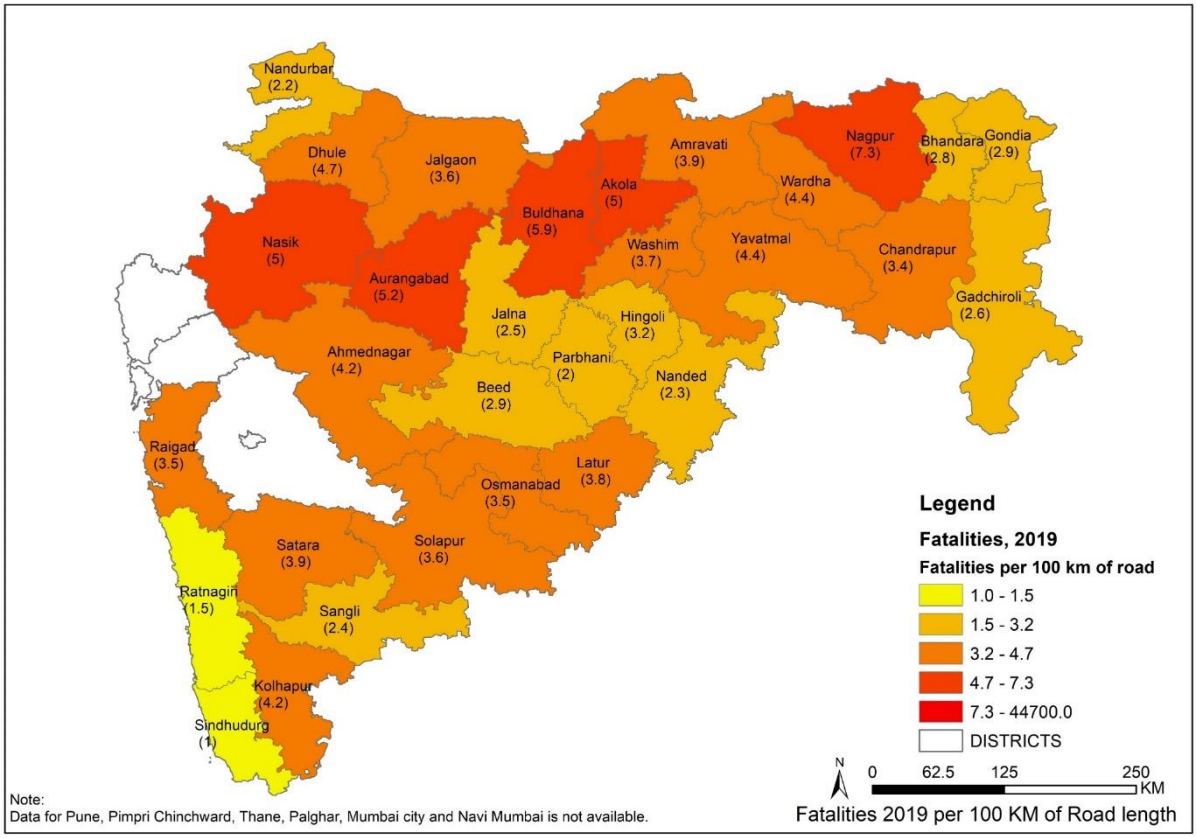
TRAUMA CARE UNITS-EXISTINGS AND PROPOSED



RATE OF FATALITIES 2019 PER 1,00,000 POPULATIONS



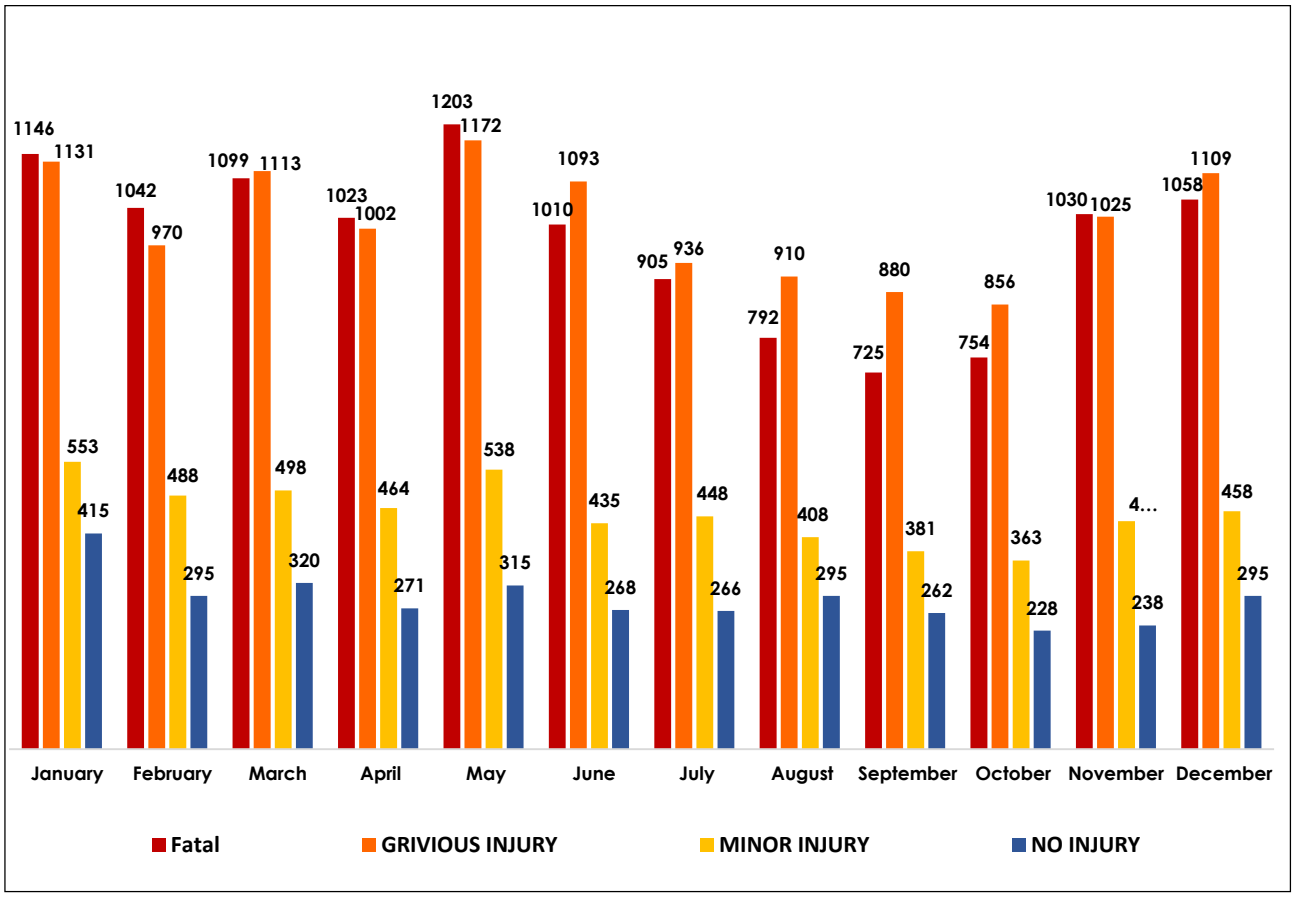
FATALITIES PER 100 KM OF ROAD-2019



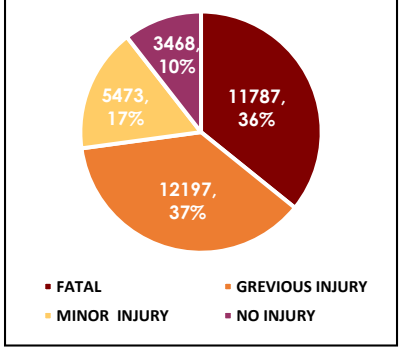
ROAD ACCIDENTS CLASSIFIED ACCORDING TO MONTH - 2019

Month	Type of Accidents					Number of persons involved			
	Fatal	Grievous Injury	Minor Injury	Non Injury	Total	Killed	Grievous Injured	Minor Injured	Total
January	1146	1131	553	415	**3245**	1235	1755	1009	**3999**
February	1042	970	488	295	**2795**	1145	1625	923	**3693**
March	1099	1113	498	320	**3030**	1178	1663	822	**3663**
April	1023	1002	464	271	**2760**	1120	1666	831	**3617**
May	1203	1172	538	315	3228	1306	1880	1007	4193
June	1010	1093	435	268	**2806**	1085	1712	725	**3522**
July	905	936	448	266	**2555**	984	1528	742	**3254**
August	792	910	408	295	**2405**	857	1364	644	**2865**
September	725	880	381	262	**2248**	784	1324	655	**2763**
October	754	856	363	228	**2201**	815	1357	608	**2780**
November	1030	1025	439	238	**2732**	1125	1625	771	**3521**
December	1058	1109	458	295	**2920**	1154	1653	739	**3546**
TOTAL	**11787**	**12197**	**5473**	**3468**	**32925**	**12788**	**19152**	**9476**	**41416**

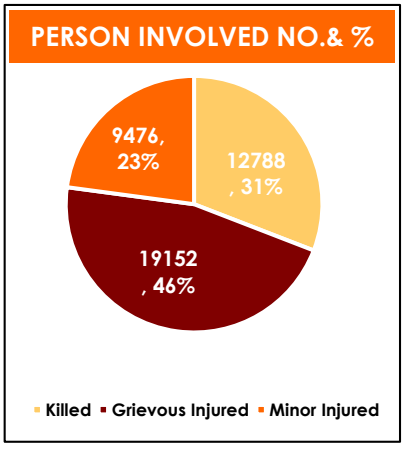
ROAD ACCIDENTS CLASSIFIED ACCORDING TO MONTH - 2019



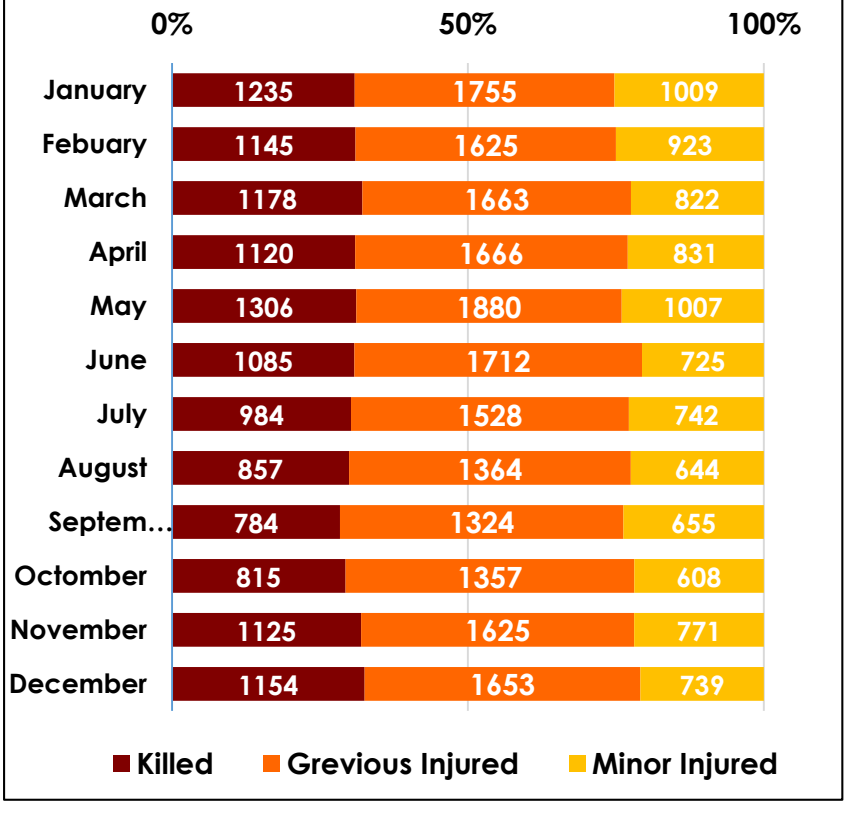
TOTAL ACCIDENT NO. & %



PERSON INVOLVED NO.& %



No. of Person Involved MONTH-WISE GRAPH



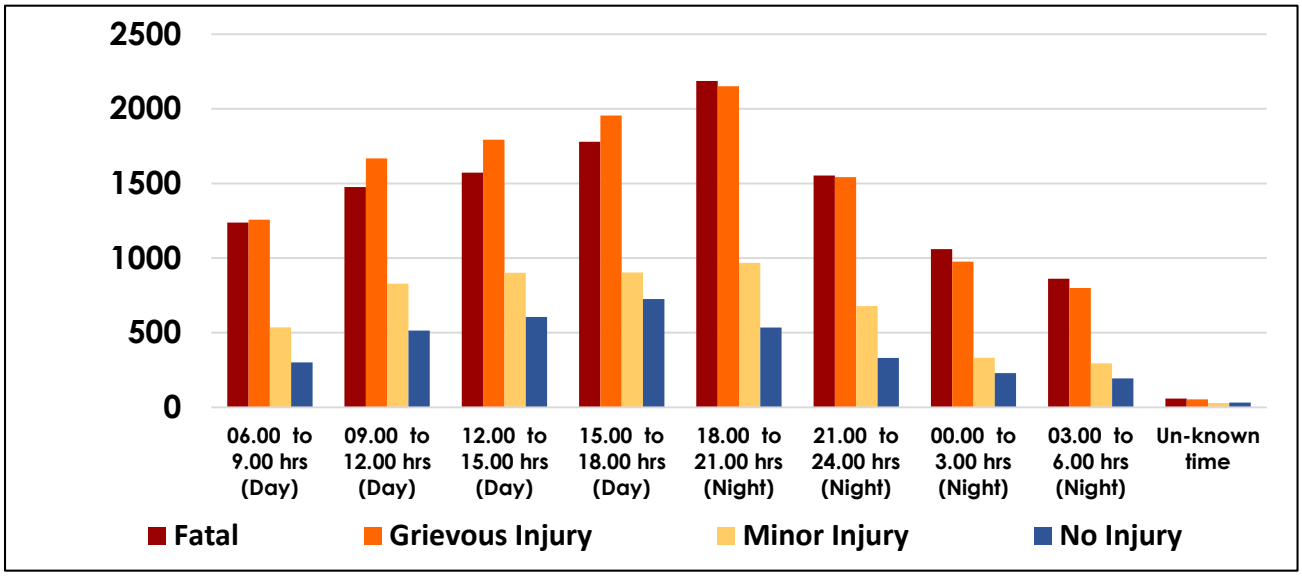
ROAD ACCIDENTS CLASSIFIED ACCORDING TO TIME AND AREA - 2019

URBAN								
Time	Type of Accidents					Number of persons		
	Fatal	Grievous Injury	Minor Injury	No Injury	Total	Killed	Grievous Injury	Minor Injury
06.00 to 9.00 hrs (Day)	348	603	240	81	**1272**	383	771	335
09.00 to 12.00 hrs (Day)	473	838	380	173	**1864**	494	1095	504
12.00 to 15.00 hrs (Day)	476	876	413	221	**1986**	493	1128	571
15.00 to 18.00 hrs (Day)	429	879	402	245	**1955**	453	1145	549
18.00 to 21.00 hrs (Night)	593	1069	497	217	**2376**	615	1352	678
21.00 to 24.00 hrs (Night)	483	831	368	108	**1790**	517	1093	474
00.00 to 3.00 hrs (Night)	347	481	160	64	**1052**	366	675	282
03.00 to 6.00 hrs (Night)	257	359	127	48	**791**	273	514	178
Un-known time	3	8	4	1	**16**	3	8	7
TOTAL	**3409**	**5944**	**2591**	**1158**	**13102**	**3597**	**7781**	**3578**

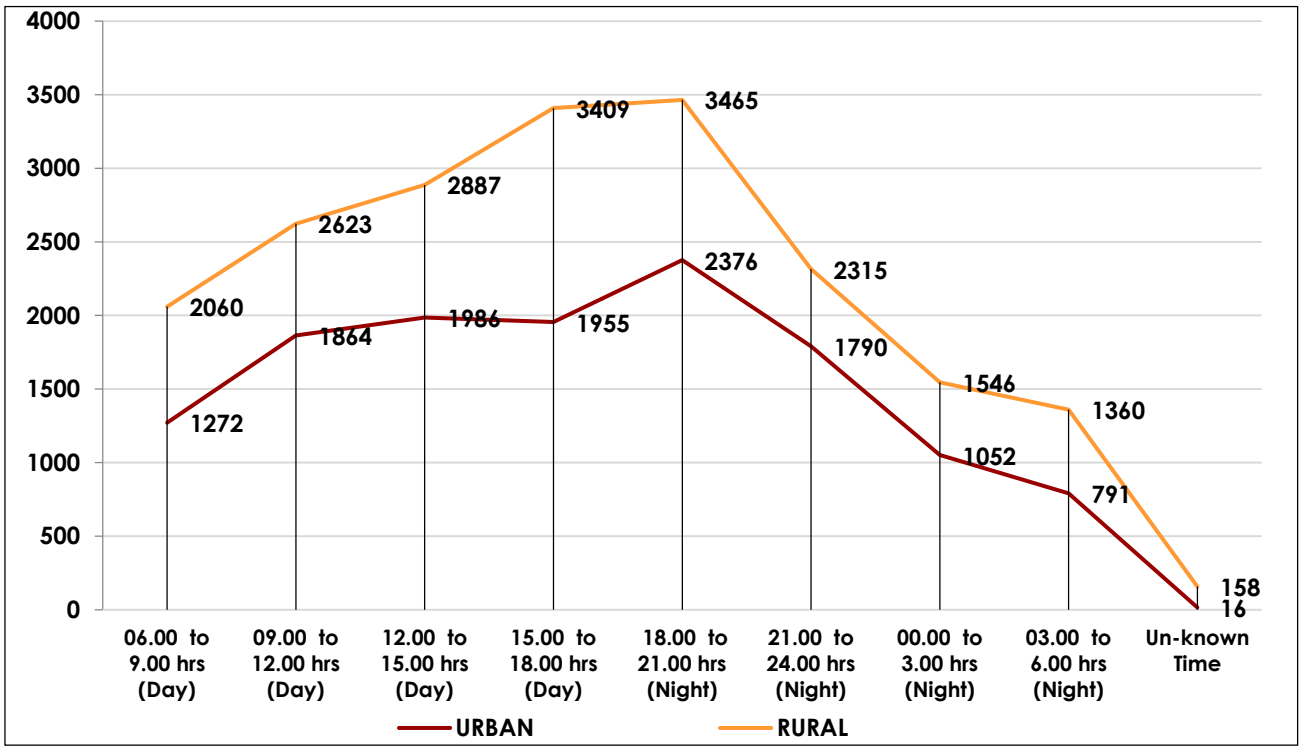
RURAL								
Time	Type of Accidents					Number of persons		
	Fatal	Grievous Injury	Minor Injury	No Injury	Total	Killed	Grievous Injury	Minor Injury
06.00 to 9.00 hrs (Day)	890	654	296	220	**2060**	963	1096	501
09.00 to 12.00 hrs (Day)	1003	830	449	341	**2623**	1124	1502	901
12.00 to 15.00 hrs (Day)	1097	917	488	385	**2887**	1200	1827	1019
15.00 to 18.00 hrs (Day)	1350	1076	502	481	**3409**	1485	1997	1137
18.00 to 21.00 hrs (Night)	1594	1082	471	318	**3465**	1769	1971	987
21.00 to 24.00 hrs (Night)	1070	711	311	223	**2315**	1135	1274	567
00.00 to 3.00 hrs (Night)	713	496	172	165	**1546**	781	849	406
03.00 to 6.00 hrs (Night)	605	441	168	146	**1360**	673	794	330
Un-known time	56	46	25	31	**158**	61	61	50
TOTAL	**8378**	**6253**	**2882**	**2310**	**19823**	**9191**	**11371**	**5898**

URBAN + RURAL (TOTAL)								
Time	Type of Accidents					Number of persons		
	Fatal	Grievous Injury	Minor Injury	No Injury	Total	Killed	Grievous Injury	Minor Injury
06.00 to 9.00 hrs (Day)	1238	1257	536	301	**3332**	1346	1867	836
09.00 to 12.00 hrs (Day)	1476	1668	829	514	**4487**	1618	2597	1405
12.00 to 15.00 hrs (Day)	1573	1793	901	606	**4873**	1693	2955	1590
15.00 to 18.00 hrs (Day)	1779	1955	904	726	**5364**	1938	3142	1686
18.00 to 21.00 hrs (Night)	2187	2151	968	535	**5841**	2384	3323	1665
21.00 to 24.00 hrs (Night)	1553	1542	679	331	**4105**	1652	2367	1041
00.00 to 3.00 hrs (Night)	1060	977	332	229	**2598**	1147	1524	688
03.00 to 6.00 hrs (Night)	862	800	295	194	**2151**	946	1308	508
Un-known time	59	54	29	32	**174**	64	69	57
TOTAL	**11787**	**12197**	**5473**	**3468**	**32925**	**12788**	**19152**	**9476**

ROAD ACCIDENTS CLASSIFIED ACCORDING TO TIME



COMPARE CHARTS ACCORDING TO AREA

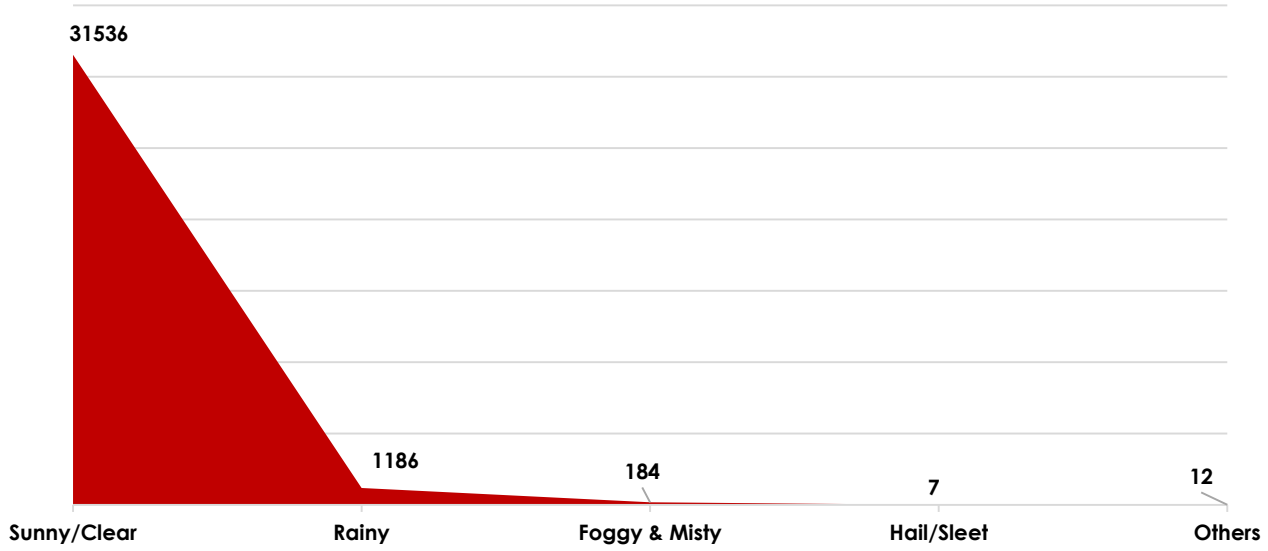


- High number of road accidents are recorded between 12pm afternoon to 9pm in the night in both rural and urban areas of Maharashtra.
- Despite more crowd in the urban areas number of accidents are less than rural areas.
- Adhering the traffic rules and regulations may be the key reasons of less accidents in urban areas of Maharashtra.
- Fatality rate is very high in the rural areas with over 42% as compared to urban areas with 26%.

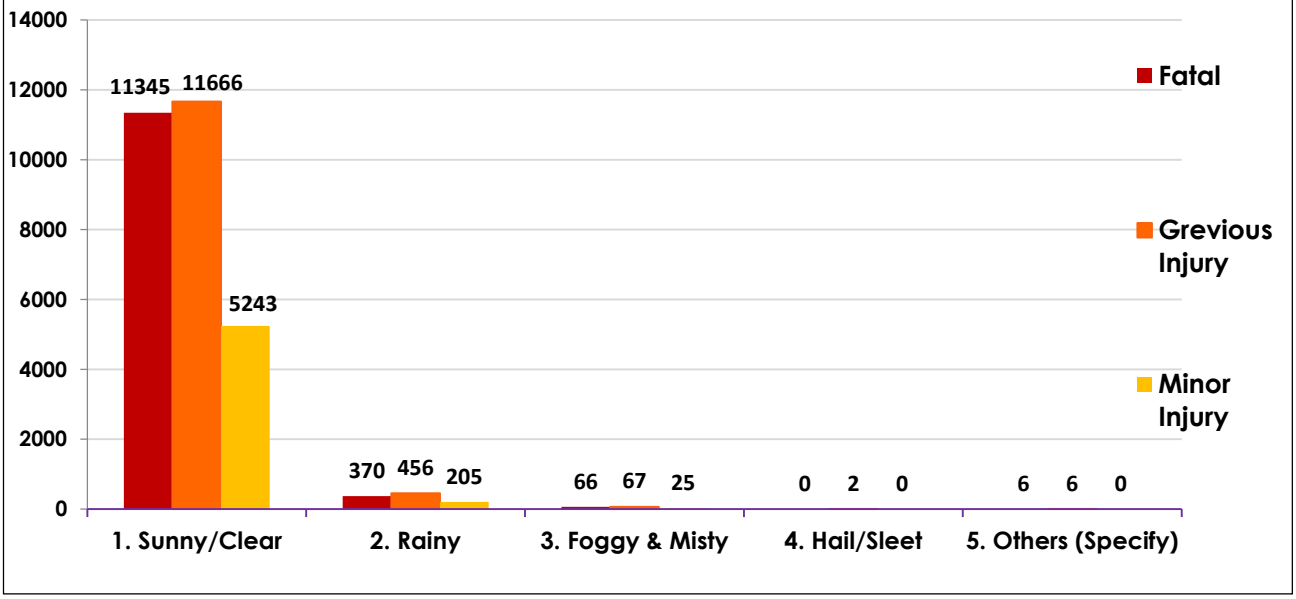
ROAD ACCIDENTS CLASSIFIED ACCORDING TO WEATHER CONDITIONS - 2019

SR . NO.	Weather Condition	Number of Accidents					Number of persons involved			
		Fatal	Grievous Injury	Minor Injury	Non Injury	Total	Killed	Grievous Injured	Minor Injured	Total
1	Sunny/Clear	11345	11666	5243	3282	31536	12311	18351	9066	39728
2	Rainy	370	456	205	155	1186	400	691	343	1434
3	Foggy & Misty	66	67	25	26	184	71	101	66	238
4	Hail/ Sleet	0	2	0	5	7	0	2	1	3
5	Others	6	6	0	0	12	6	7	0	13
Total		11787	12197	5473	3468	32925	12788	19152	9476	41416

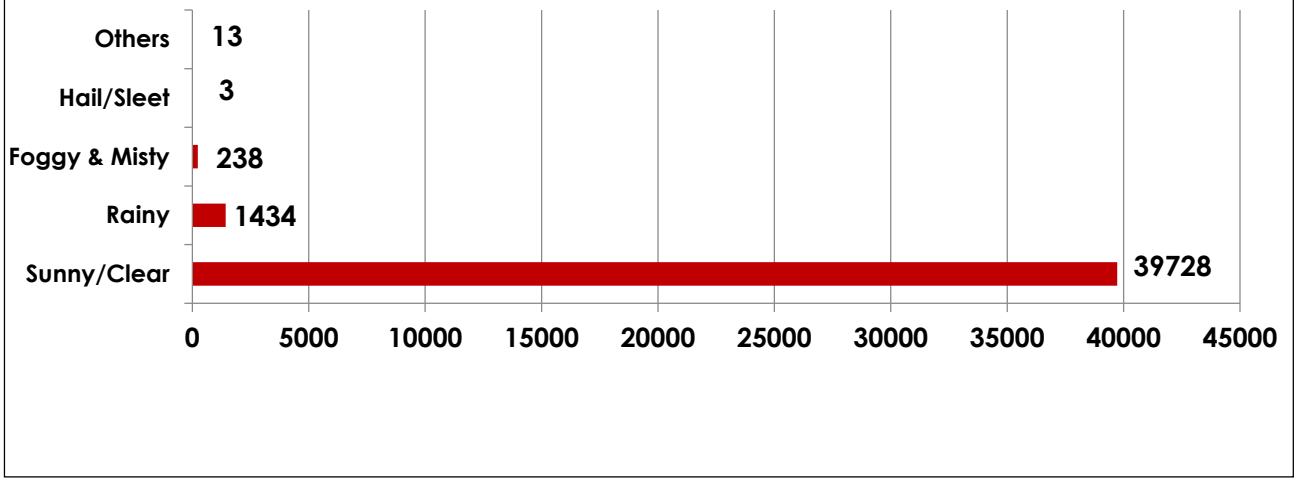
NO. OF ACCIDENTS CHART WEATHER-WISE



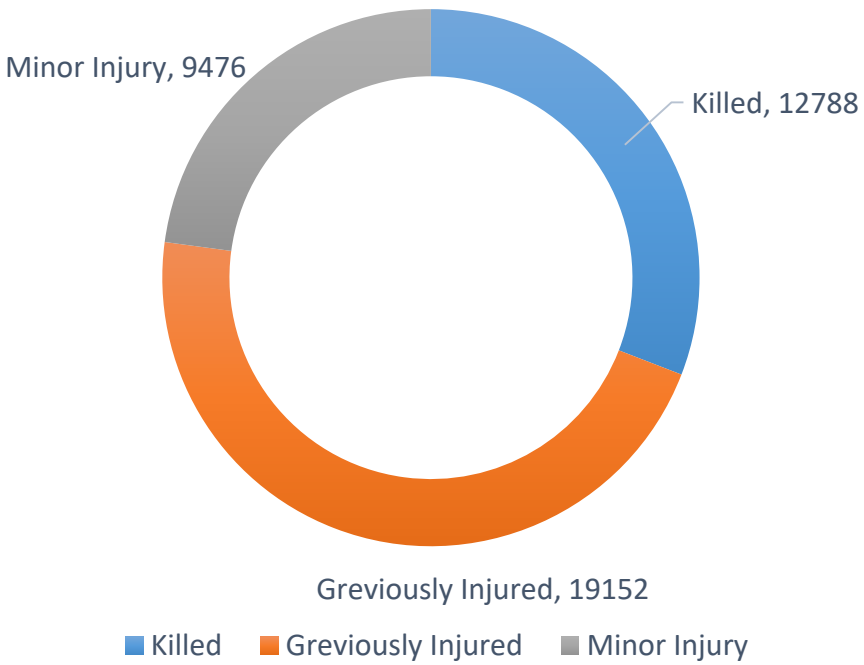
ACCIDENT CHART WEATHER-WISE



NO. OF PERSONS INVOLVED CHART WEATHER-WISE



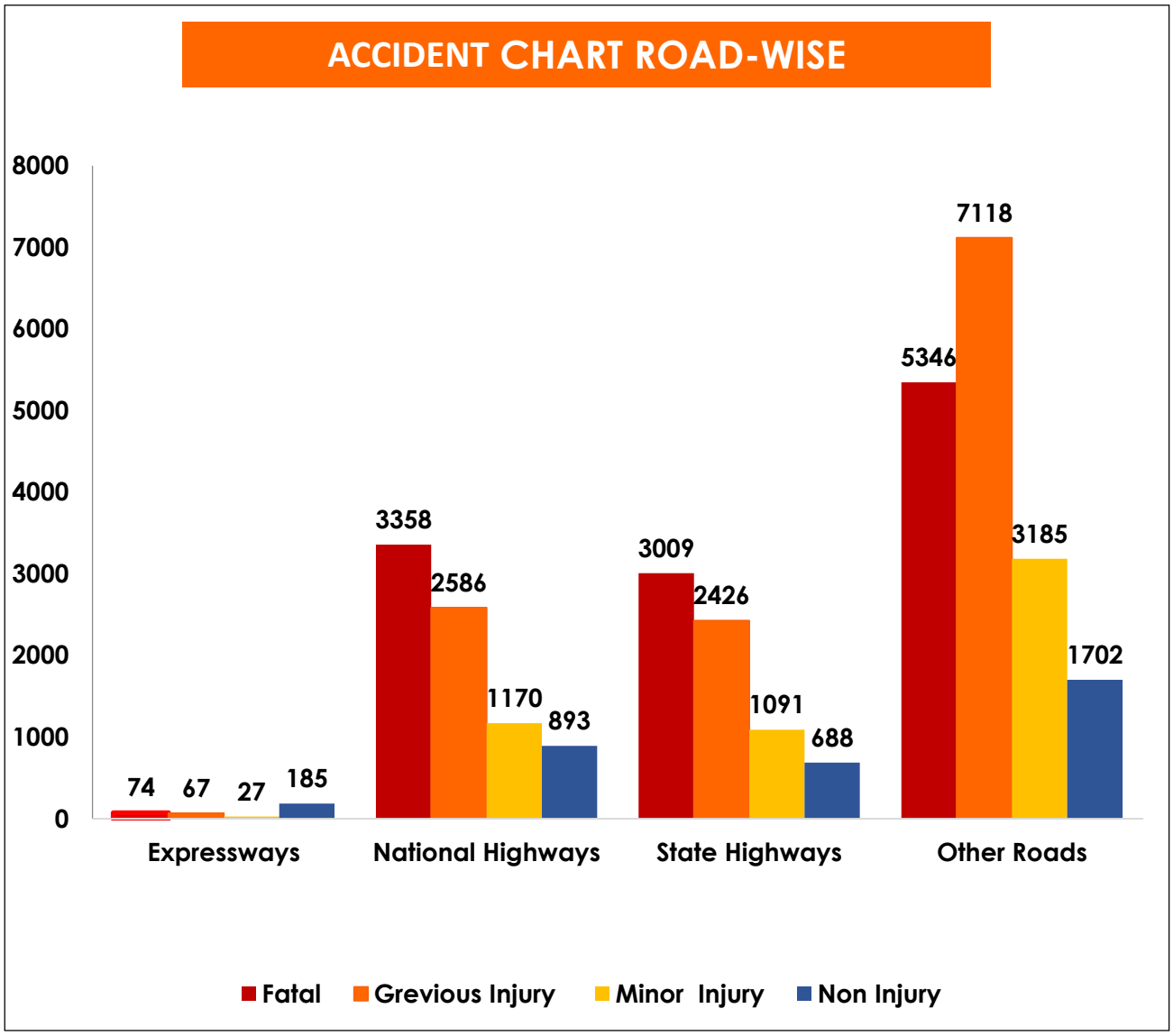
NO. OF PERSONS INVOLVED IN ACCIDENTS

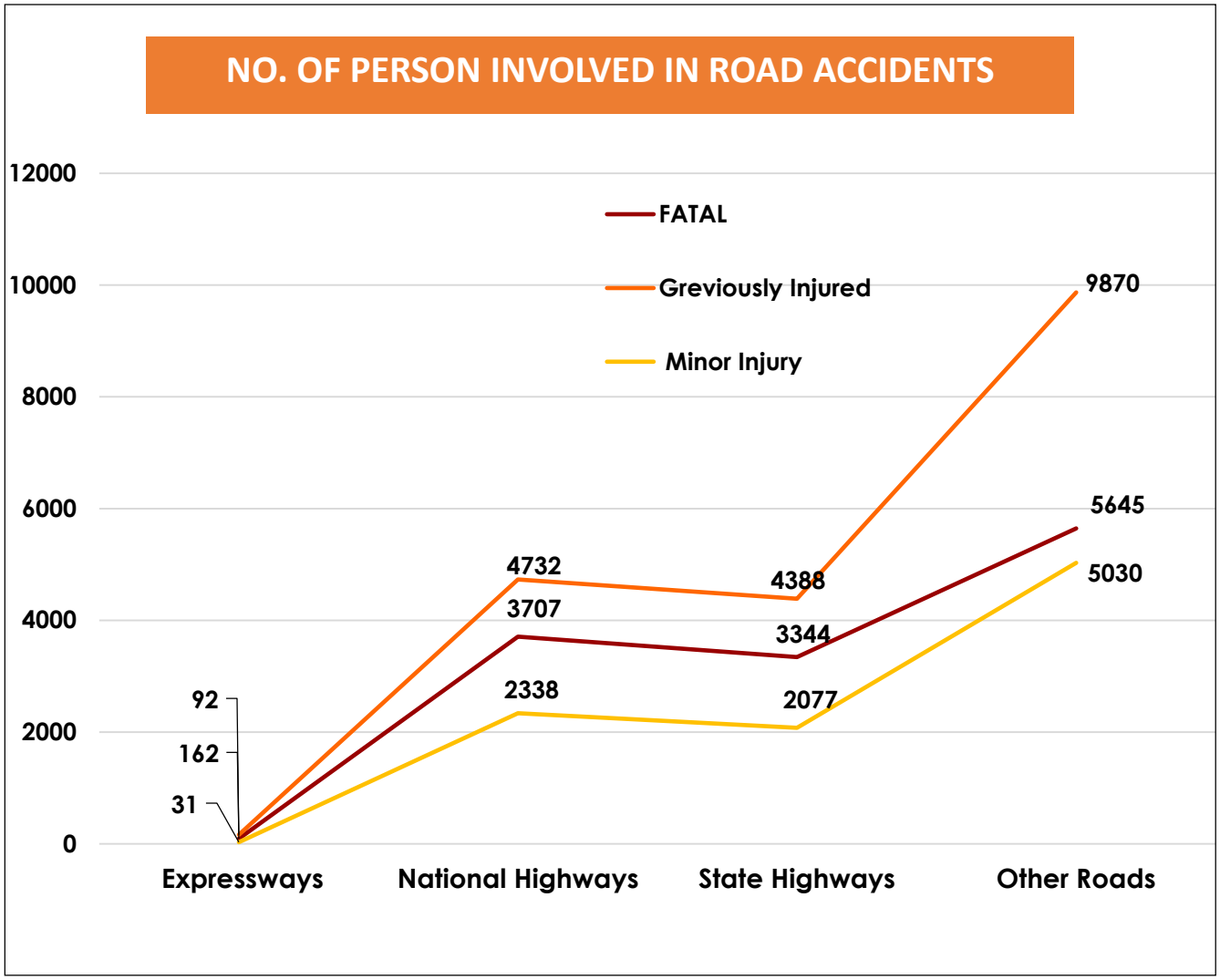


- 96% road accidents in Maharashtra happened in sunny/clear day.
- Number of people involved in these accidents are also get killed in the same proportion as 96%.
- 46% people suffer from Grievous injuries in road accidents in Maharashtra.
- The above graph shows that accidents occur only in the season when people travel more in a particular season.

ROAD ACCIDENTS CLASSIFIED ACCORDING TO CLASSIFICATION OF ROADS - 2019

Sr. No.	Classification of Road	Number of Accidents					Number of persons involved			
		Fatal	Grievous Injury	Minor Injury	Non Injury	Total	Killed	Grievous Injured	Minor Injured	Total
1	Expressways	74	67	27	185	**353**	92	162	31	**285**
2	National Highways	3358	2586	1170	893	**8007**	3707	4732	2338	**10777**
3	State Highways	3009	2426	1091	688	**7214**	3344	4388	2077	**9809**
4	Other Roads	5346	7118	3185	1702	**17351**	5645	9870	5030	**20545**
Total		**11787**	**12197**	**5473**	**3468**	**32925**	**12788**	**19152**	**9476**	**41416**



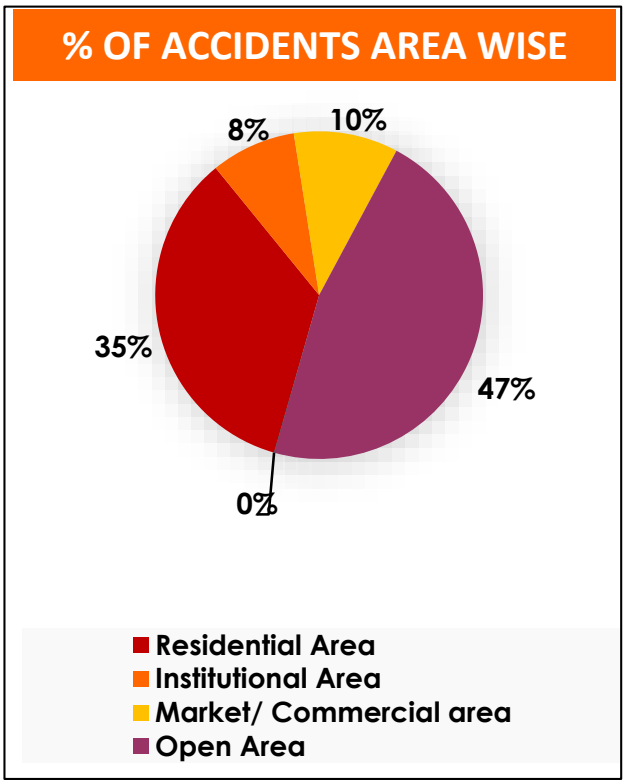


- Road accidents on Other roads are always high which includes different types of roads like single roads, subways, unstructured rural roads etc.
- National Highways and State Highways contributed to 46% of road accidents in Maharashtra in 2019.
- 55% people get killed in road accidents happen on highways in Maharashtra while 26% people get killed on other road accidents.
- 23% people are left with minor injuries in road accidents in Maharashtra.

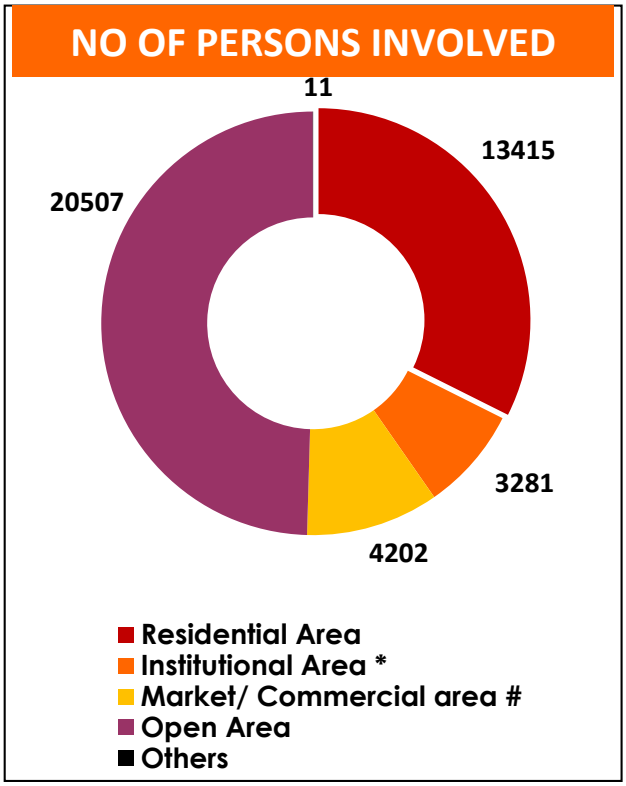
ACCIDENTS CLASSIFIED ACCORDING TO ROAD ENVIRONMENT

Sr. No.	Road Environment	Number of Accidents					Number of persons involved			
		Fatal	Grievous Injured	Minor Injury	Non Injury	Total	Killed	Grievous Injured	Minor Injured	Total
1	Residential	3468	4931	1950	1071	**11420**	3705	6755	2955	**13415**
2	Institutional Area	1005	1118	406	234	**2763**	1058	1578	645	**3281**
3	Market/ Commercial area	1068	1333	607	385	**3393**	1189	2023	990	**4202**
4	Open Area	6242	4813	2509	1775	**15339**	6831	8792	4884	**20507**
5	Others	4	2	1	3	**10**	5	4	2	**11**
TOTAL		**11787**	**12197**	**5473**	**3468**	**32925**	**12788**	**19152**	**9476**	**41416**

% OF ACCIDENTS AREA WISE



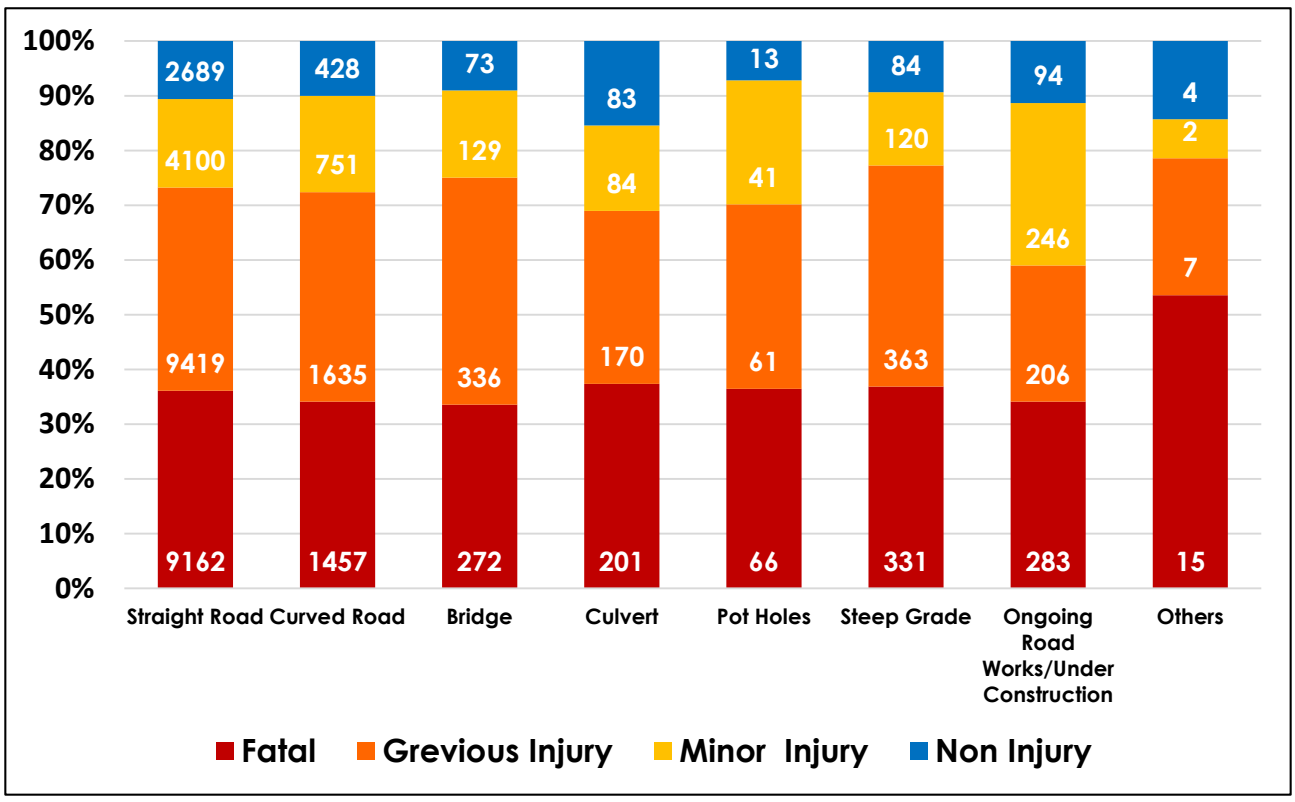
NO OF PERSONS INVOLVED



- The above pie chart shows that 47% road accidents in Maharashtra happen in Open Area followed by Residential Area as 35% in 2019.
- Simultaneously death rate is also high in Open Area with 33% and Residential Area with 28%.
- Only Residential Area and Open Area combined are responsible for 81% of Grievous injuries in road accidents in 2019 in Maharashtra.

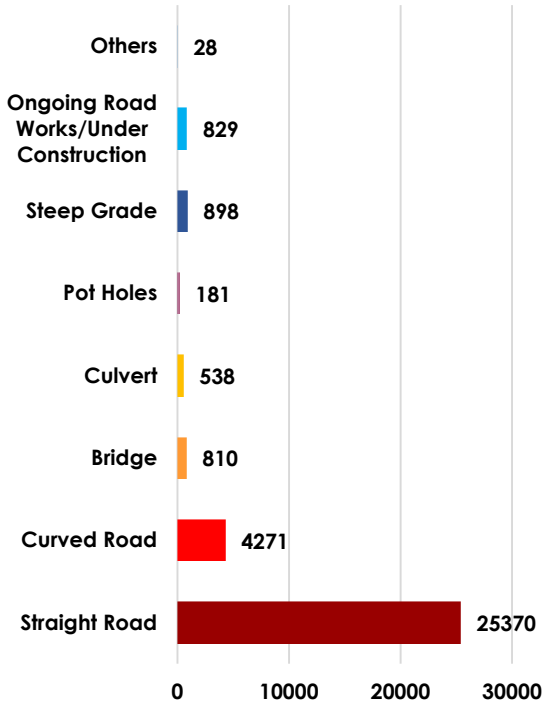
ACCIDENTS CLASSIFIED ACCORDING TO ROAD FEATURES

Sr. No.	Road Feature	Number of Accidents					Number of persons involved			
		Fatal	Grievous Injured	Minor Injury	Non Injury	Total	Killed	Grievous Injured	Minor Injured	Total
1	Straight Road	9162	9419	4100	2689	**25370**	9871	14614	7131	**31616**
2	Curved Road	1457	1635	751	428	**4271**	1585	2706	1325	**5616**
3	Bridge	272	336	129	73	**810**	321	566	236	**1123**
4	Culvert	201	170	84	83	**538**	213	252	120	**585**
5	Pot Holes	66	61	41	13	**181**	72	97	64	**233**
6	Steep Grade	331	363	120	84	**898**	361	558	175	**1094**
7	Ongoing Road Works/ Under Construction	283	206	246	94	**829**	341	348	423	**1112**
8	Others	15	7	2	4	**28**	24	11	2	**37**
TOTAL		**11787**	**12197**	**5473**	**3468**	**32925**	**12788**	**19152**	**9476**	**41416**

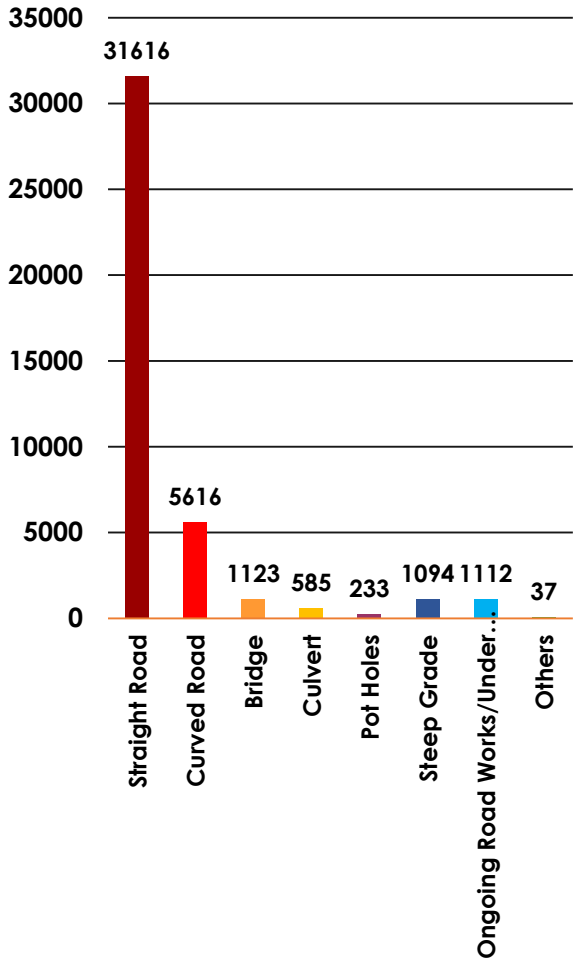


ACCIDENTS CLASSIFIED ACCORDING TO ROAD FEATURES

AREA WISE ACCIDENTS COUNT (%)



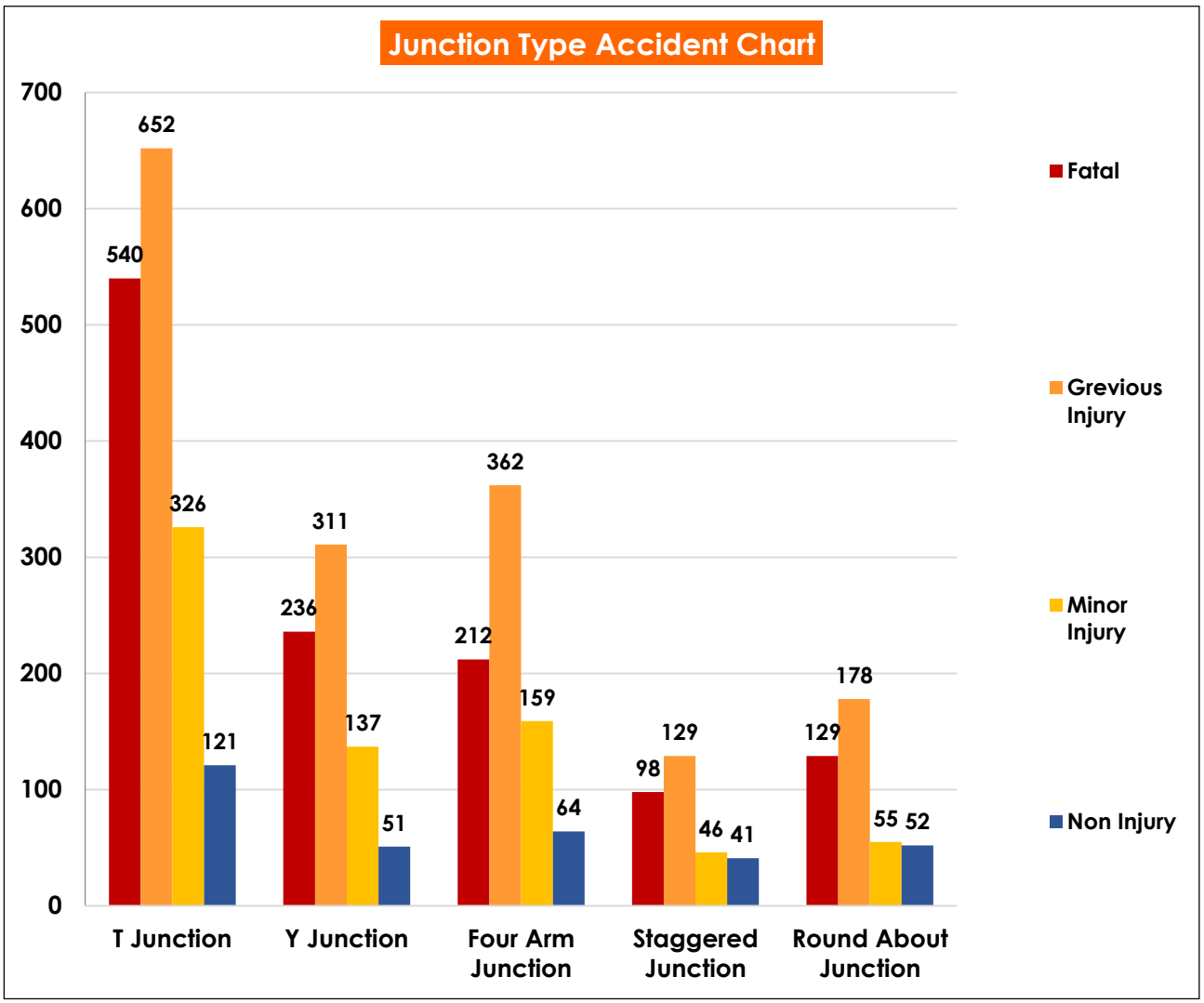
NO. OF PERSONS INVOLVED



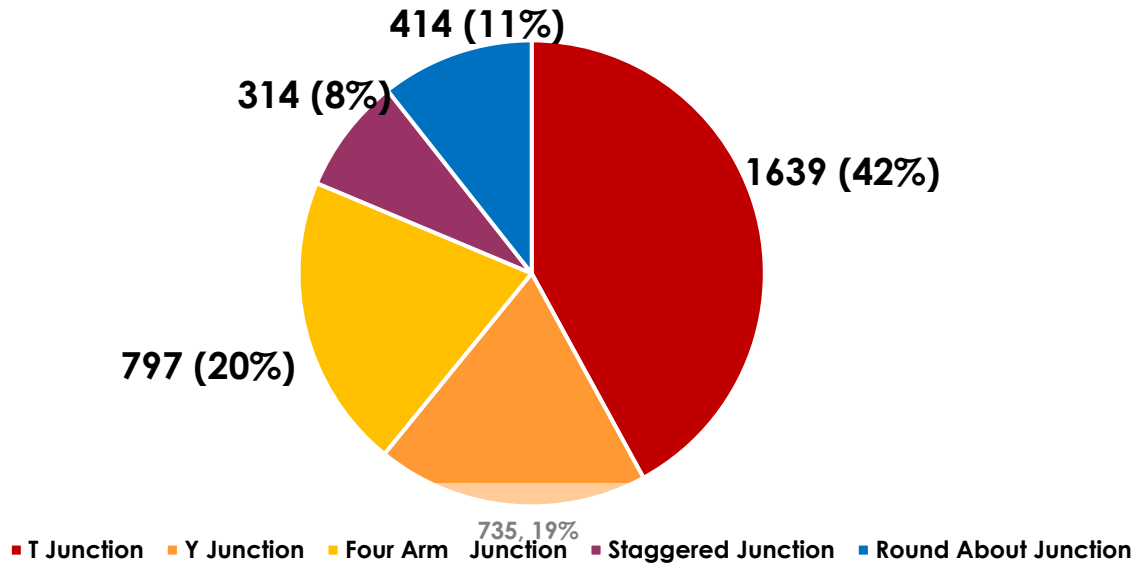
- 77% road accidents have occurred on straight roads alone in 2019 in Maharashtra state.
- More than 31 thousand people got affected in 25 thousand plus road accidents in 2019 on straight roads alone.
- 9871 people got killed on an average rate of 27 people per day in Maharashtra on straight roads and 14,000 people left with Grievous or serious injuries.

ACCIDENTS CLASSIFIED ACCORDING TO ROAD JUNCTION TYPE

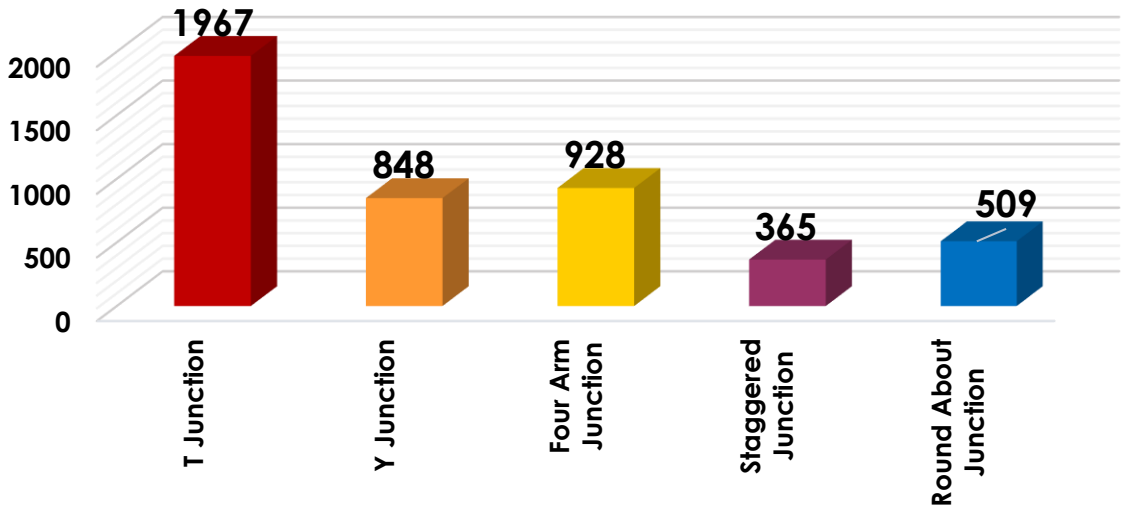
Sr. No.	Junction Type	Number of Accidents					Number of persons involved			
		Fatal	Grievous Injured	Minor Injury	Non Injury	Total	Killed	Grievous Injured	Minor Injured	Total
1	T Junction	540	652	326	121	**1639**	579	926	462	**1967**
2	Y Junction	236	311	137	51	**735**	249	414	185	**848**
3	Four Arm Junction	212	362	159	64	**797**	222	463	243	**928**
4	Staggered Junction	98	129	46	41	**314**	99	197	69	**365**
5	Round About Junction	129	178	55	52	**414**	132	279	98	**509**
Total		**1215**	**1632**	**723**	**329**	**3899**	**1281**	**2279**	**1057**	**4617**



JUNCTION-WISE ACCIDENT COUNT (%)



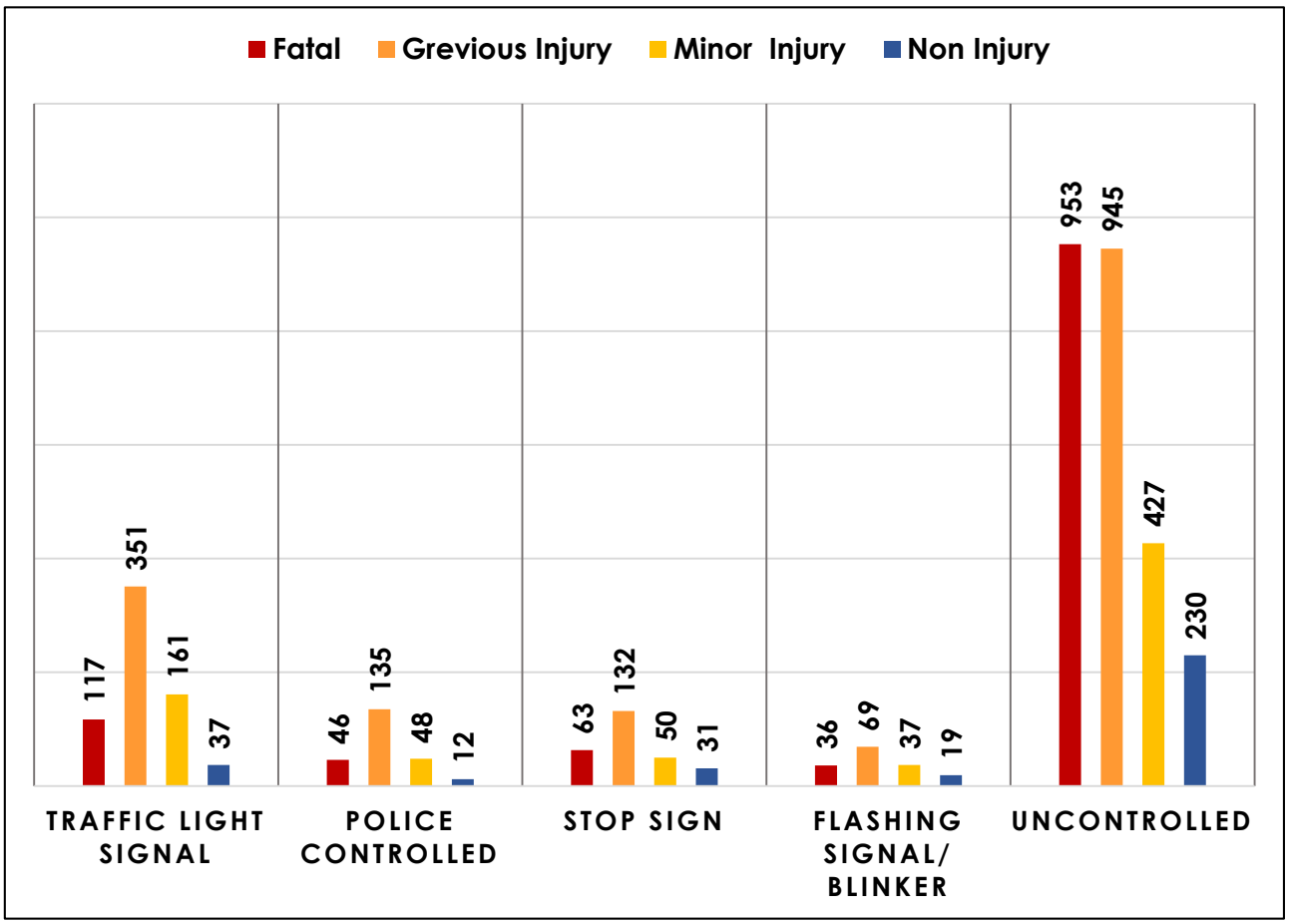
NO. OF PERSONS INVOLVED



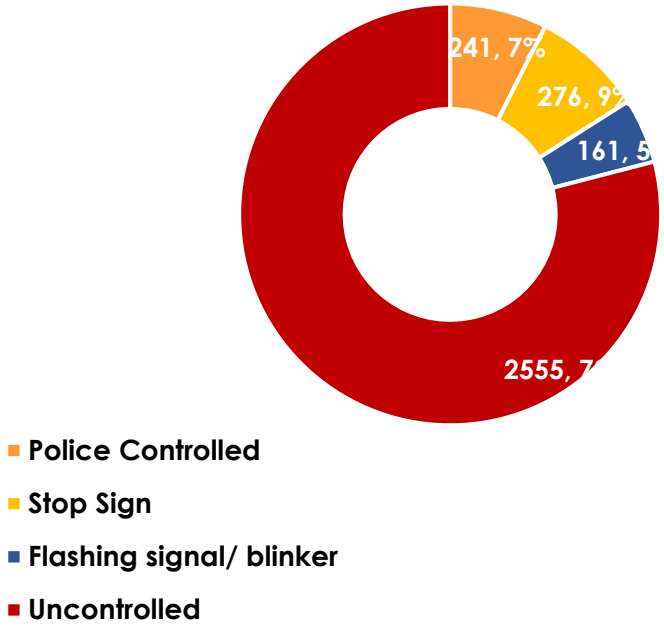
- T Junction, Y Junction and Four Arm Junction are the hotspots for road accidents in 2019.
- T Junction alone contributes to 42% road accidents in 2019 in Maharashtra.
- 29% people killed in accidents happen on T Junctions.

ACCIDENTS CLASSIFIED ACCORDING TO TRAFFIC CONTROL AT JUNCTION

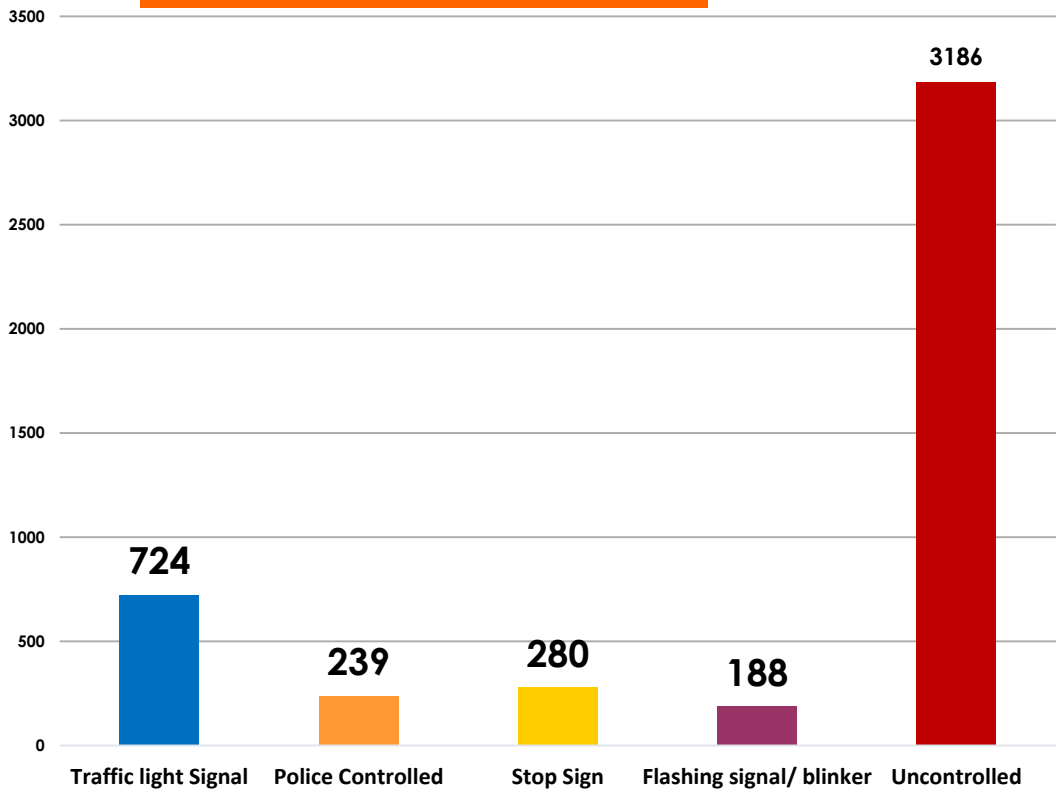
Sr. No.	Traffic Control	Number of Accidents					Number of persons involved			
		Fatal	Grievous Injured	Minor Injury	Non Injury	Total	Killed	Grievous Injured	Minor Injured	Total
1	Traffic light Signal	117	351	161	37	**666**	118	405	201	**724**
2	Police Controlled	46	135	48	12	**241**	47	138	54	**239**
3	Stop Sign	63	132	50	31	**276**	63	146	71	**280**
4	Flashing signal/ blinker	36	69	37	19	**161**	36	99	53	**188**
5	Uncontrolled	953	945	427	230	**2555**	1017	1491	678	**3186**
Total		**1215**	**1632**	**723**	**329**	**3899**	**1281**	**2279**	**1057**	**4617**



TRAFFIC CONTROL-WISE ACCIDENT COUNT, %



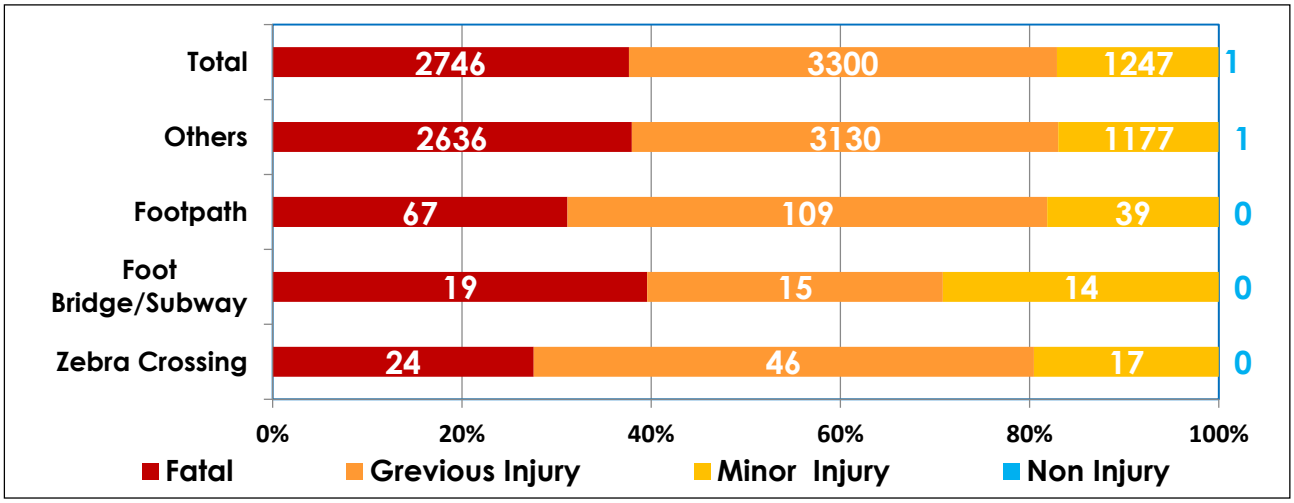
NO. OF PERSONS INVOLVED

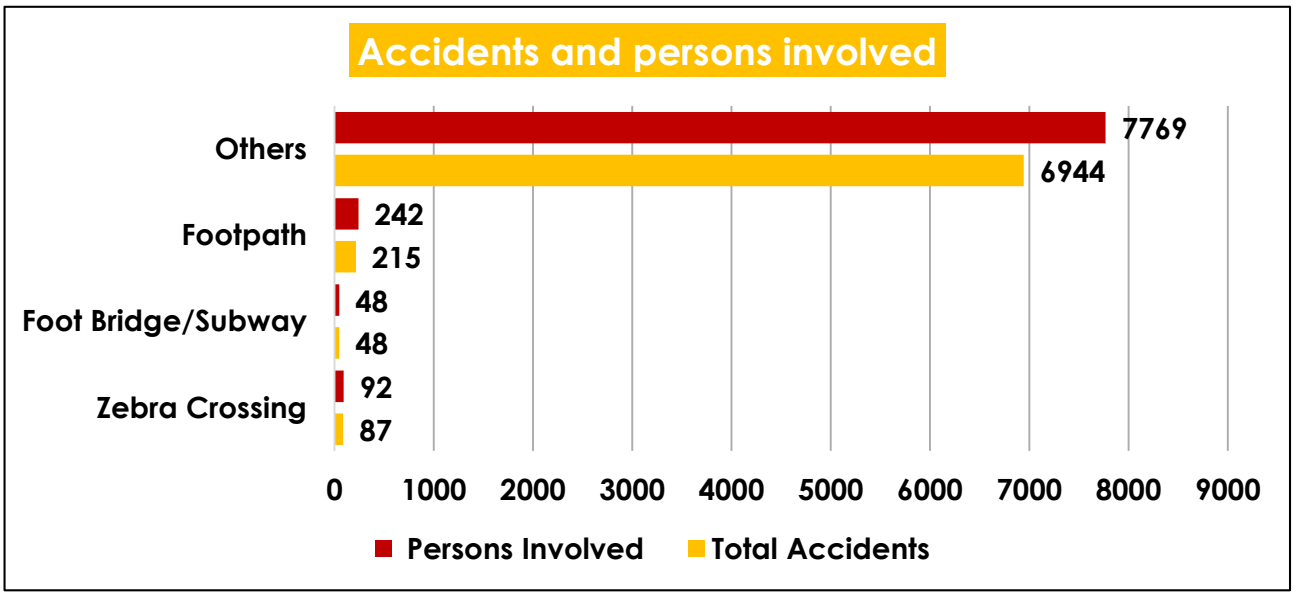


- **66% road accidents happen on places where there are no traffic signals or no control by traffic police.**
- **This clearly indicates the importance of traffic rules and regulations.**
- **There are only 600 odd road accidents on traffic light signal in 2019.**

ACCIDENTS CLASSIFIED ACCORDING TO PEDESTRIAN INFRASTRUCTURE - 2019

Sr. No.	Pedestrian Infrastructure	Number of Accidents					Number of persons involved			
		Fatal	Grievous Injured	Minor Injury	Non Injury	Total	Fatal	Grievous Injured	Minor Injured	Total
1	Zebra Crossing	24	46	17	0	**87**	24	51	17	**92**
2	Foot Bridge/ Subway	19	15	14	0	**48**	19	15	14	**48**
3	Footpath	67	109	39	0	**215**	67	131	44	**242**
4	Others	2636	3130	1177	1	**6944**	2739	3577	1453	**7769**
Total		**2746**	**3300**	**1247**	**1**	**7294**	**2849**	**3774**	**1528**	**8151**





- 95% road accidents occur where there is a lack of pedestrian infrastructure and 3% accidents happen on footpaths.
- 35% people get killed in these accidents and 46% left with grievous injuries.

Accidents Classified According to Type of Impacting Vehicle/ Objects

Summary table (A), (B) & (C)

Sr. No.	Type of Vehicle	Number of Accidents					Number of persons involved			
		Fatal	Grievous Injured	Minor Injury	Non Injury	Total	Killed	Grievous Injured	Minor Injured	Total
1	Pedestrian	2746	3300	1247	1	**7294**	2849	3774	1528	8151
2	Bicycles	178	232	101	20	**531**	182	266	113	561
3	Two Wheelers	5393	4820	2057	1060	**13330**	5894	7769	3376	17039
4	Auto Rickshaws	398	739	377	394	**1908**	457	1290	777	2524
5	Cars, Taxis, Vans & LMV	1773	1730	917	886	**5306**	2029	3248	1853	7130
6	Trucks/Lorries	654	533	299	478	**1964**	627	830	476	1933
7	Buses	181	456	251	222	**1110**	246	1213	944	2403
8	Other Non-motorized vehicle (E-rickshaw etc.)	5	0	1	96	**102**	5	0	1	6
9	Others	459	387	223	311	**1380**	499	762	408	1669
Total		**11787**	**12197**	**5473**	**3468**	**32925**	**12788**	**19152**	**9476**	**41416**

Accidents Classified According to Type of Impacting Vehicle/ Objects - Table (A)

	Crime Vehicle								
Victim Vehicle	Bicycles	Two Wheelers	Auto Rickshaws	Cars, Taxis, Vans & LMV	Trucks/ Lorries	Buses	Non-motorized vehicle (E-rickshaw etc.)	Others	Total
Pedestrian	0	685	168	665	460	129	1	741	2849
Bicycles	0	43	7	40	42	12	0	38	182
Two Wheelers	0	1768	208	1381	1067	206	40	1224	5894
Auto Rickshaws	0	4	70	144	111	22	13	93	457
Cars, Taxis, Vans & LMV	0	2	4	916	468	114	11	514	2029
Trucks/Lorries	0	0	0	13	402	50	2	160	627
Buses	0	0	0	2	128	36	0	80	246
Non-motorized vehicle (E-rickshaw etc.)	0	1	0	0	0	0	6	4	11
Others	0	0	5	10	160	28	290		493
Total	0	2503	462	3171	2838	597	363	2854	12788

Accidents Classified According To Type Of Impacting Vehicle/ Objects

Table (B)

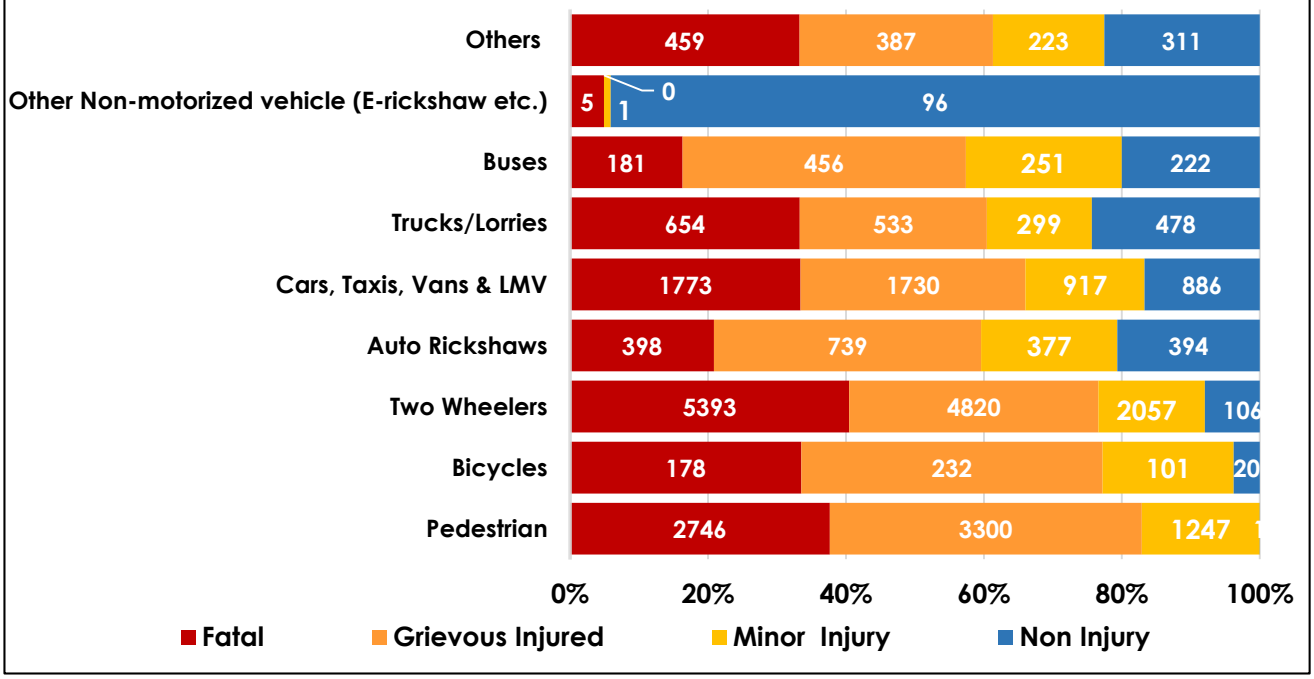
Victim Vehicle \ Crime Vehicle	Bicycles	Two Wheelers	Auto Rickshaws	Cars, Taxis, Vans & LMV	Trucks/ Lorries	Buses	Non-motorized vehicle (E-rickshaw etc.)	Others	Total
Pedestrian	0	1428	353	991	290	156	0	556	3774
Bicycles	0	75	16	86	35	12	0	42	266
Two Wheelers	0	2492	611	2241	986	287	12	1140	7769
Auto Rickshaws	0	29	232	440	239	66	48	236	1290
Cars, Taxis, Vans & LMV	0	12	40	1343	907	284	12	650	3248
Trucks/Lorries	0	0	0	16	495	62	0	257	830
Buses	0	0	0	28	414	400	0	371	1213
Non-motorized vehicle (E-rickshaw etc.)	0	0	0	0	0	0	0	0	0
Others	0	16	5	22	243	46	28	402	762
Total	0	4052	1257	5167	3609	1313	100	3654	19152

Table (C)

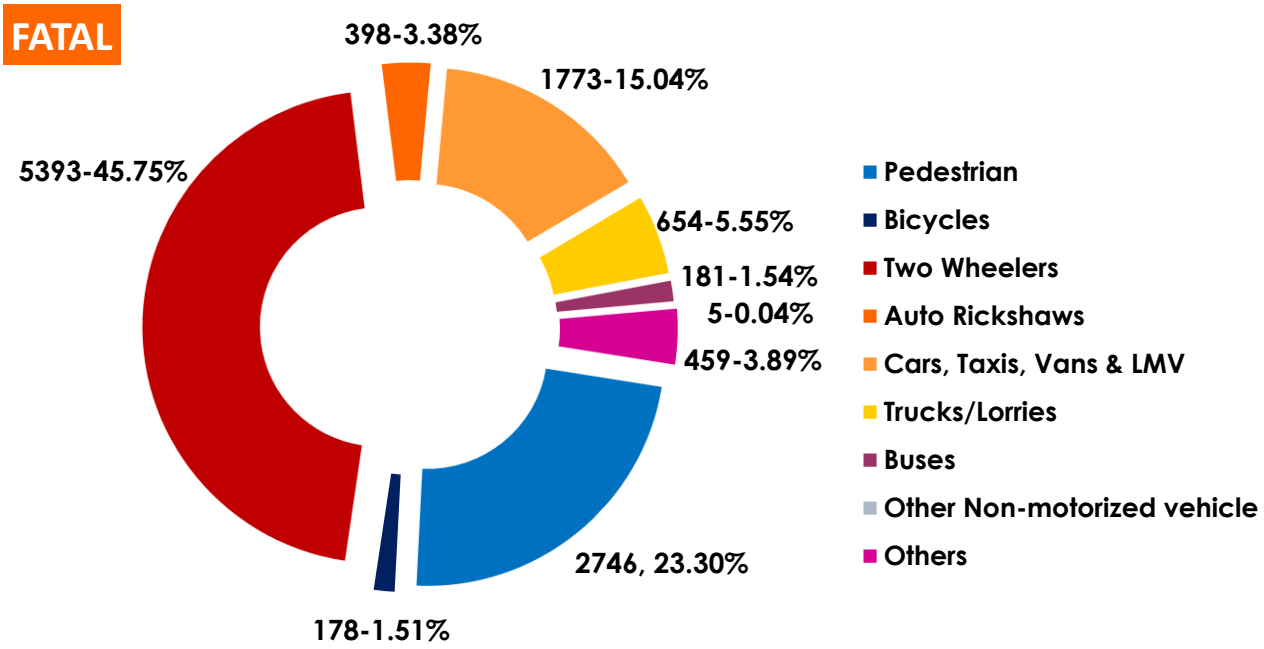
Victim Vehicle \ Crime Vehicle	Bicycles	Two Wheelers	Auto Rickshaws	Cars, Taxis, Vans & LMV	Trucks/ Lorries	Buses	Non-motorized vehicle (E-rickshaw etc.)	Others	Total
Pedestrian	0	598	153	346	155	53	1	222	1528
Bicycles	0	43	6	39	11	0	0	14	113
Two Wheelers	0	1231	291	869	378	168	1	438	3376
Auto Rickshaws	0	12	177	224	121	53	9	181	777
Cars, Taxis, Vans & LMV	0	18	38	824	446	142	12	373	1853
Trucks/Lorries	0	0	2	22	222	71	3	156	476
Buses	0	0	0	17	265	246	0	416	944
Non-motorized vehicle E-rickshaw etc.)	0	1					0	0	1
Others	0	0	5	21	146	36	1	199	408
Total	0	1903	672	2362	1744	769	27	1999	9476

ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF IMPACTING VEHICLE/ OBJECTS

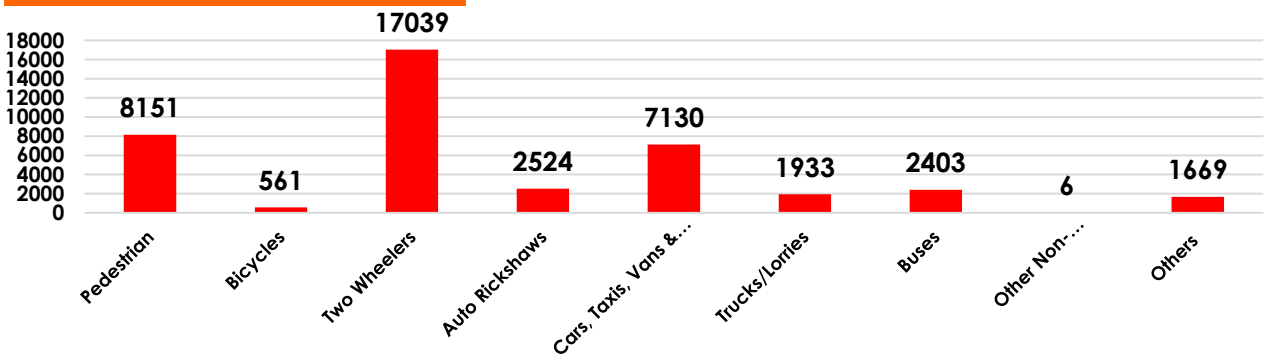
ACCIDENT CHART



FATAL

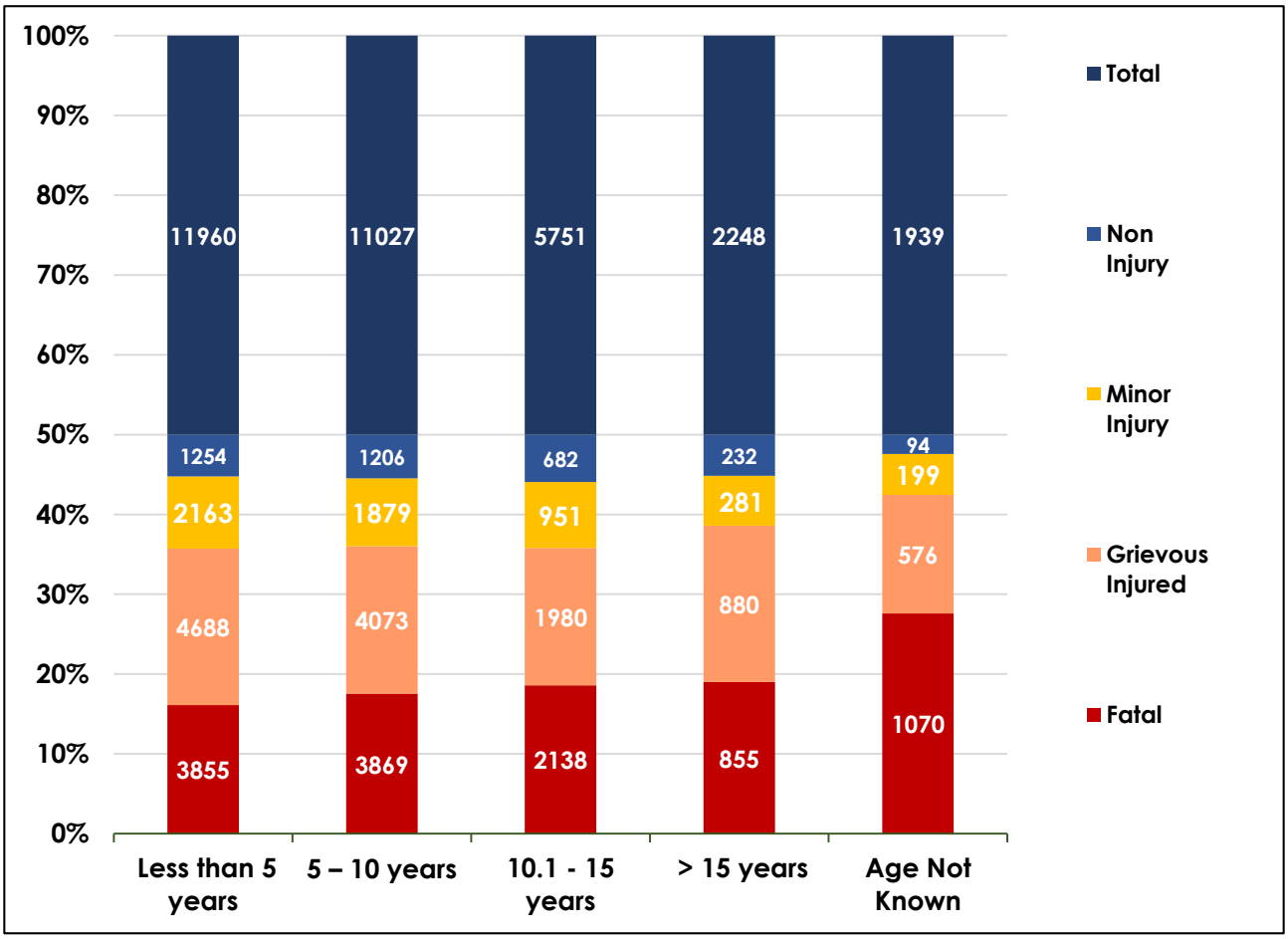


NO. OF PERSONS INVOLVED

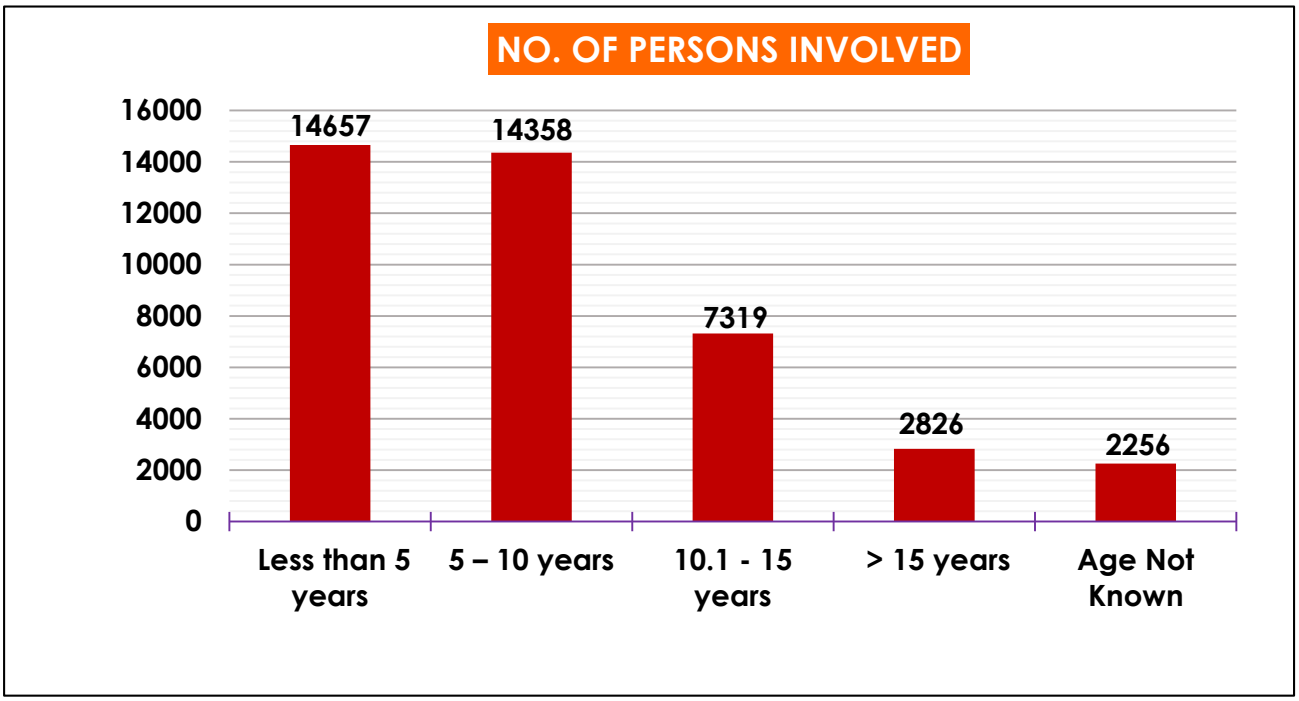


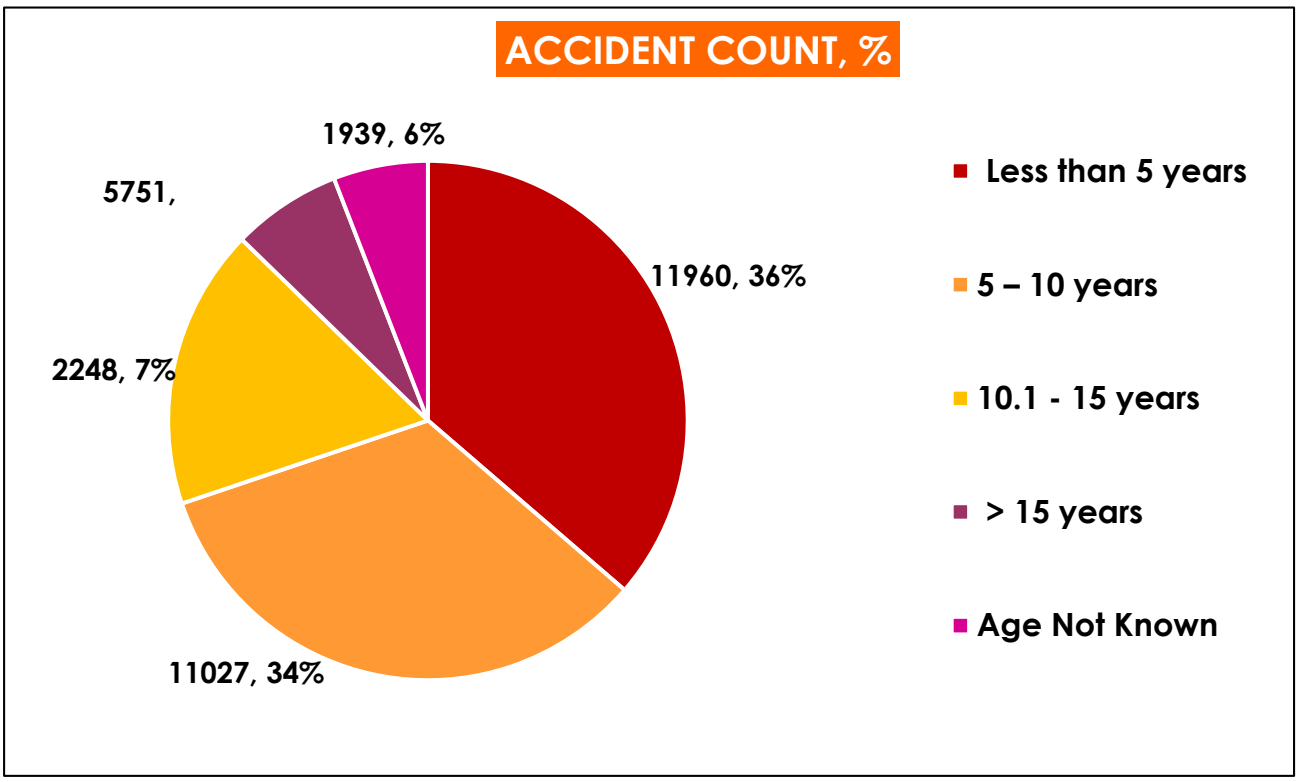
ACCIDENTS CLASSIFIED ACCORDING TO AGE OF IMPACTING VEHICLES - 2019

Sr. No.	Age of Vehicles	Number of Accidents					Number of persons involved			
		Fatal	Grievous Injured	Minor Injury	Non Injury	Total	Killed	Grievous Injured	Minor Injured	Total
1	Less than 5 years	3855	4688	2163	1254	**11960**	4208	6992	3457	**14657**
2	**5 – 10 years**	3869	4073	1879	1206	**11027**	4227	6636	3495	**14358**
3	**10.1 - 15 years**	2138	1980	951	682	**5751**	2296	3309	1714	**7319**
4	**> 15 years**	855	880	281	232	**2248**	918	1393	515	**2826**
5	**Age Not Known**	1070	576	199	94	**1939**	1139	822	295	**2256**
	Total	**11787**	**12197**	**5473**	**3468**	**32925**	**12788**	**19152**	**9476**	**41416**



ACCIDENTS CLASSIFIED ACCORDING TO AGE OF IMPACTING VEHICLES - 2019

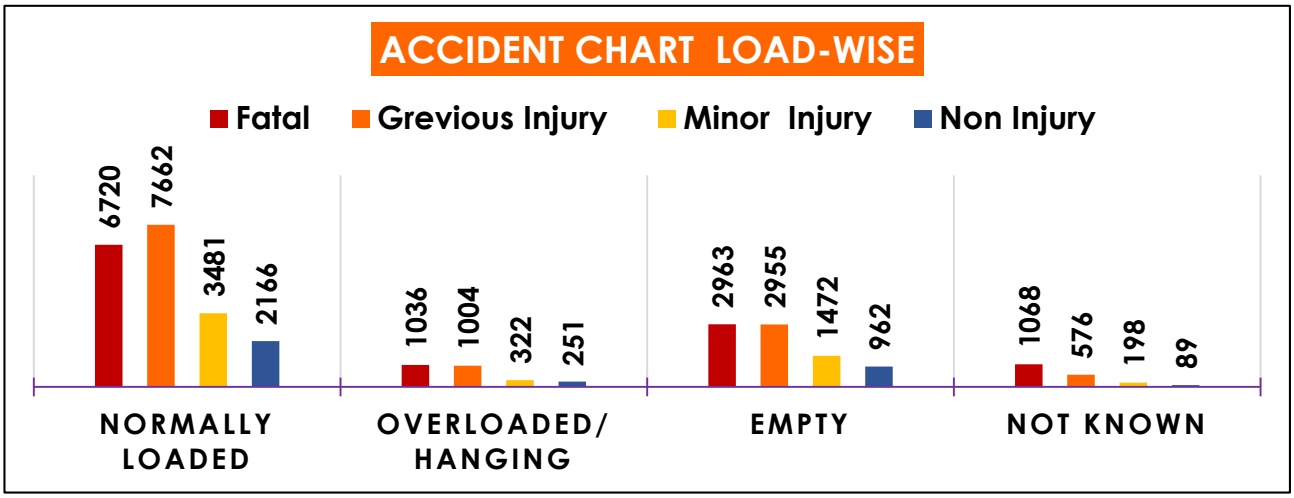


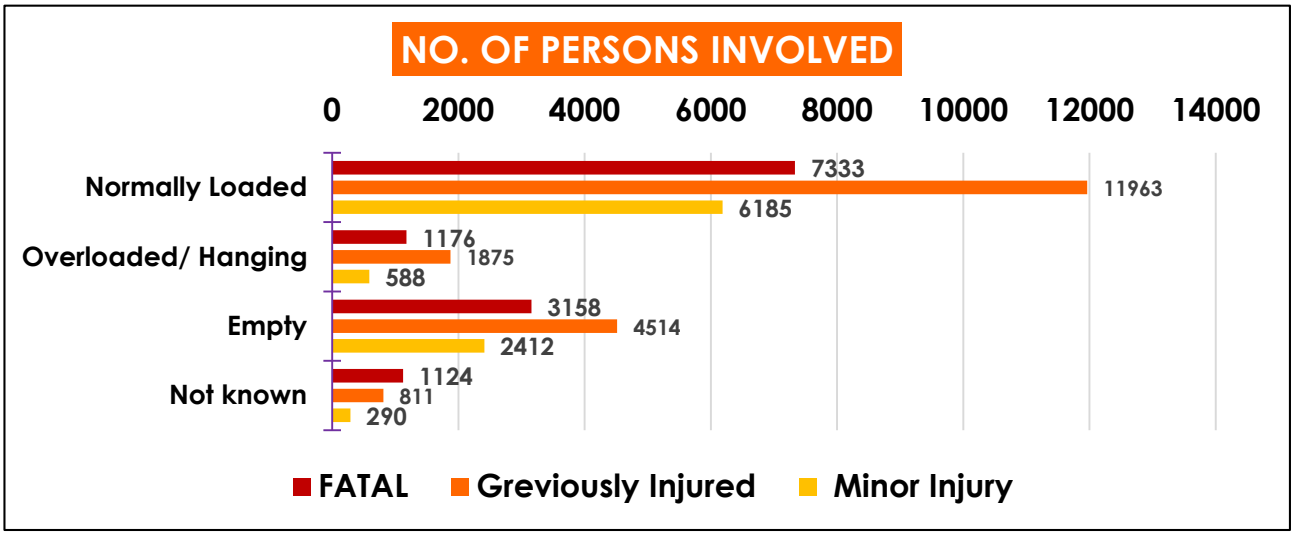


- It has been observed that most number of road accidents happen with vehicles having less age and are in good condition.
- Vehicles ageing less 5 years contributes to 36% of road accidents.
- While vehicles ageing between 5-10 years also responsible for 33% road accidents.
- Vehicles between 0-10 years of ageing are responsible for around 23,000 road accidents in the year 2019, affecting 29,000 people out of which 8435 lost their lives.
- 5,000 plus road accidents recorded by vehicles ageing 10-15 years in 2019.

ACCIDENTS CLASSIFIED ACCORDING TO LOAD CONDITION OF INVOLVED VEHICLE

Sr. No.	Load Condition	Number of Accidents					Number of persons involved			
		Fatal	Grievous Injured	Minor Injury	Non Injury	Total	Killed	Grievous Injured	Minor Injured	Total
1	Normally Loaded	6720	7662	3481	2166	**20029**	7333	11963	6185	**25481**
2	Overloaded/ Hanging	1036	1004	322	251	**2613**	1162	1911	682	**3755**
3	Empty	2963	2955	1472	962	**8352**	3156	4459	2355	**9970**
4	Not known	1068	576	198	89	**1931**	1137	819	254	**2210**
Total		11787	12197	5473	3468	32925	12788	19152	9476	41416

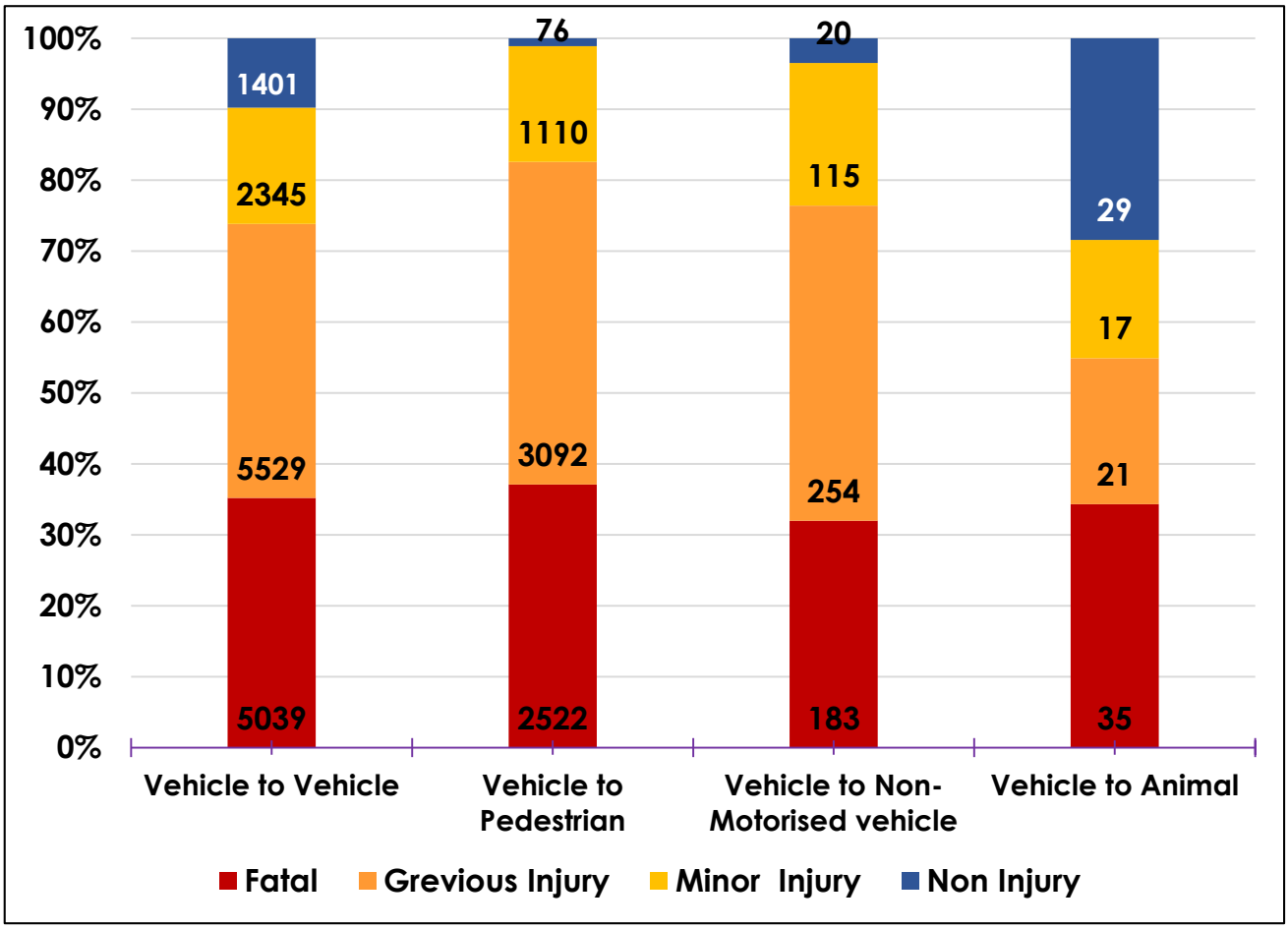




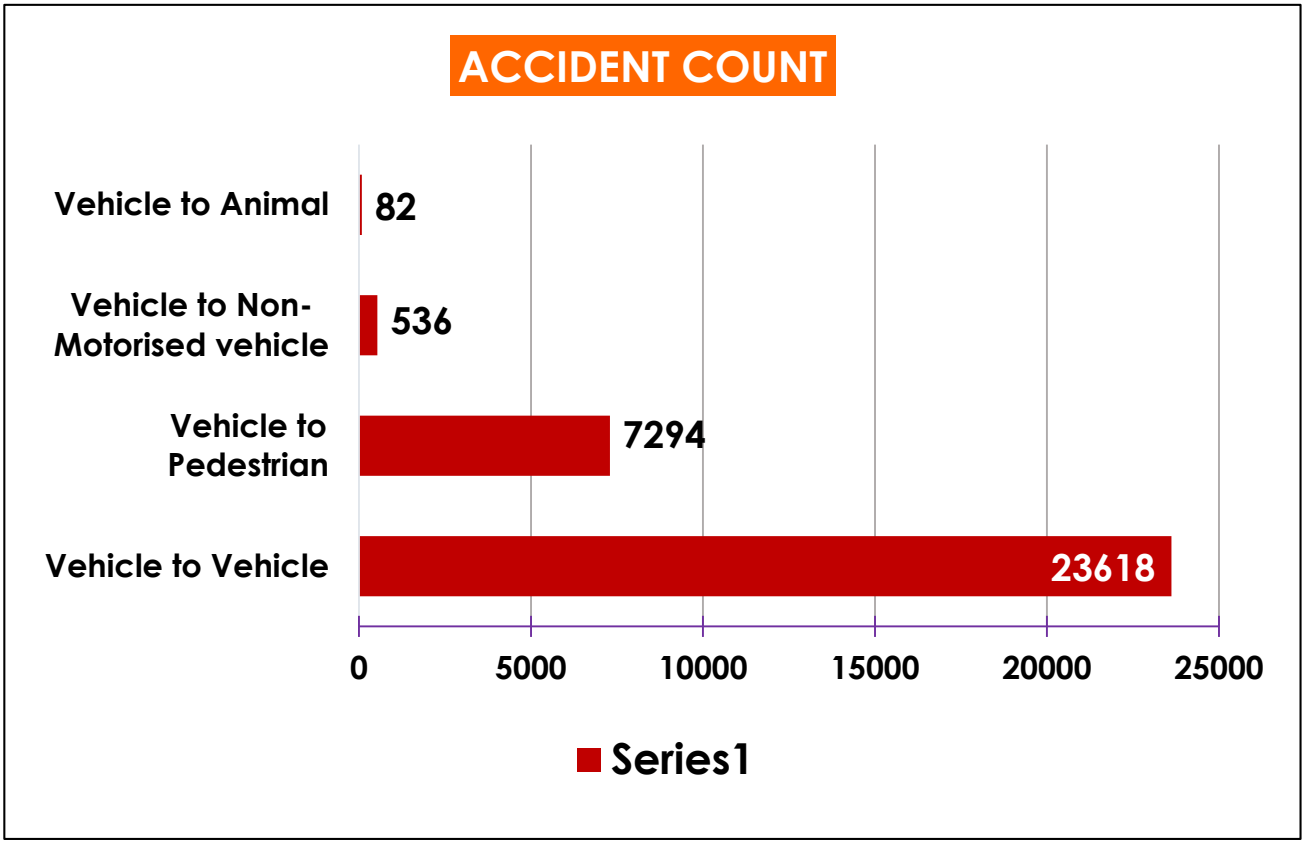
- 61% road accidents happen through normally loaded vehicles. This proves the fact that people are often used to do rash driving when they are normally loaded or empty.
- In continuation with the above statement empty vehicles stands 2nd highest contributor with 25% of road accidents.

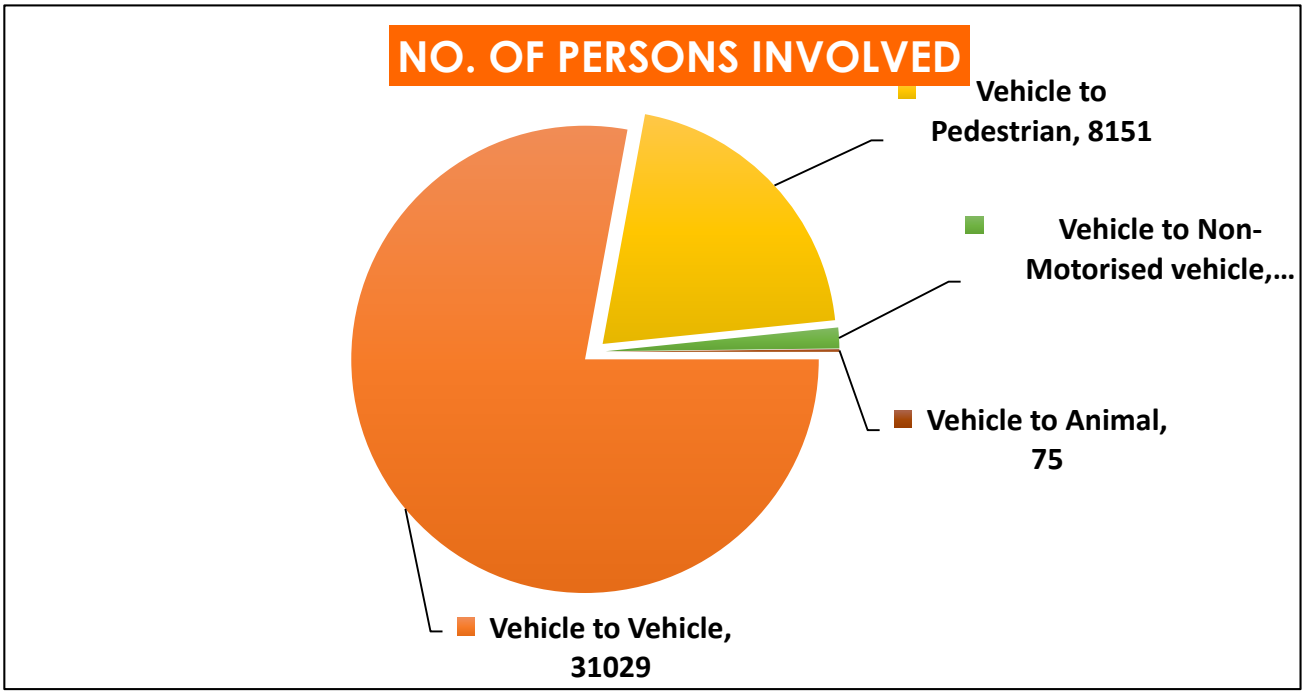
ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION (A)

Sr. No.	Nature of Accident	Number of Accidents					Number of persons involved			
		Fatal	Grievous Injured	Minor Injury	Non Injury	Total	Killed	Grievous Injured	Minor Injured	Total
1	Vehicle to Vehicle	8399	8278	3901	3040	23618	9253	14350	7426	31029
2	Vehicle to Pedestrian	2746	3300	1247	1	7294	2849	3774	1528	8151
3	Vehicle to Non-Motorised vehicle	180	239	105	12	536	186	271	115	572
4	Vehicle to Animal	28	17	10	27	82	31	23	21	75
	Total	11353	11834	5263	3080	31530	12319	18418	9090	39827



ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION (A)

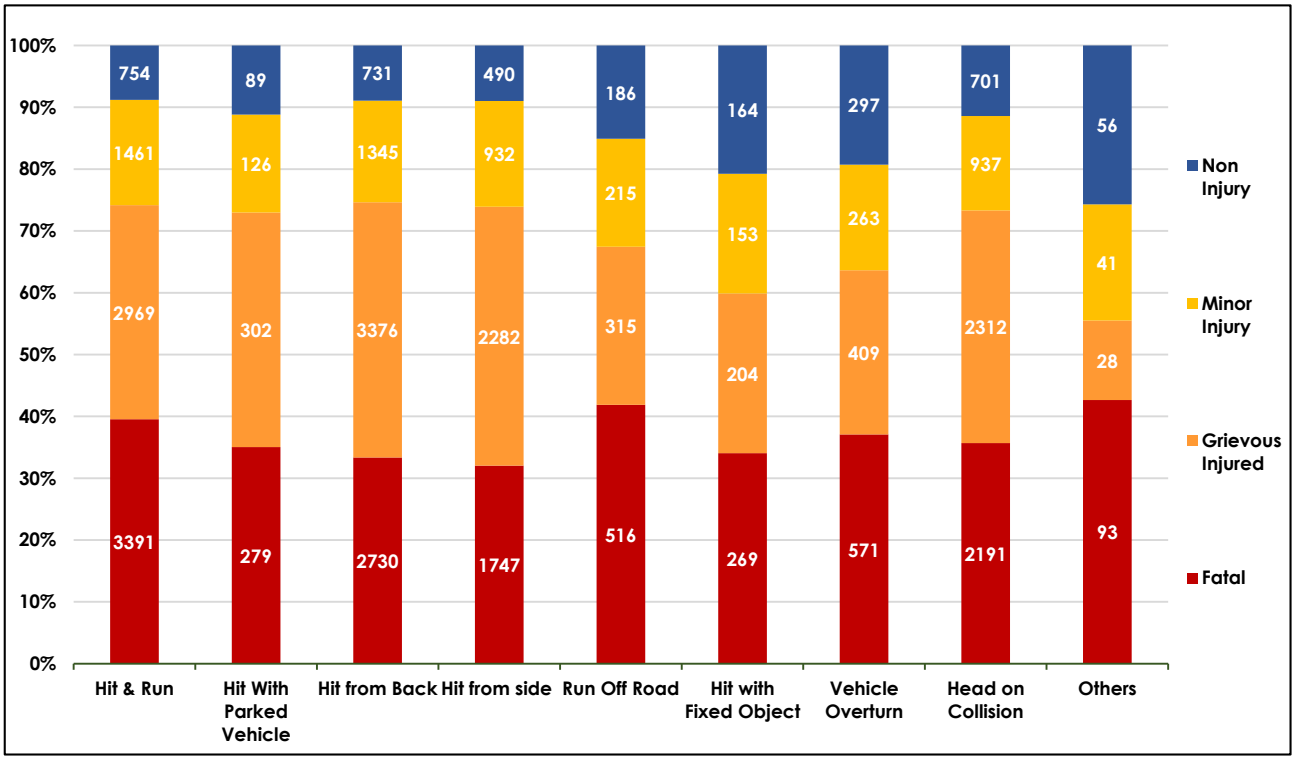


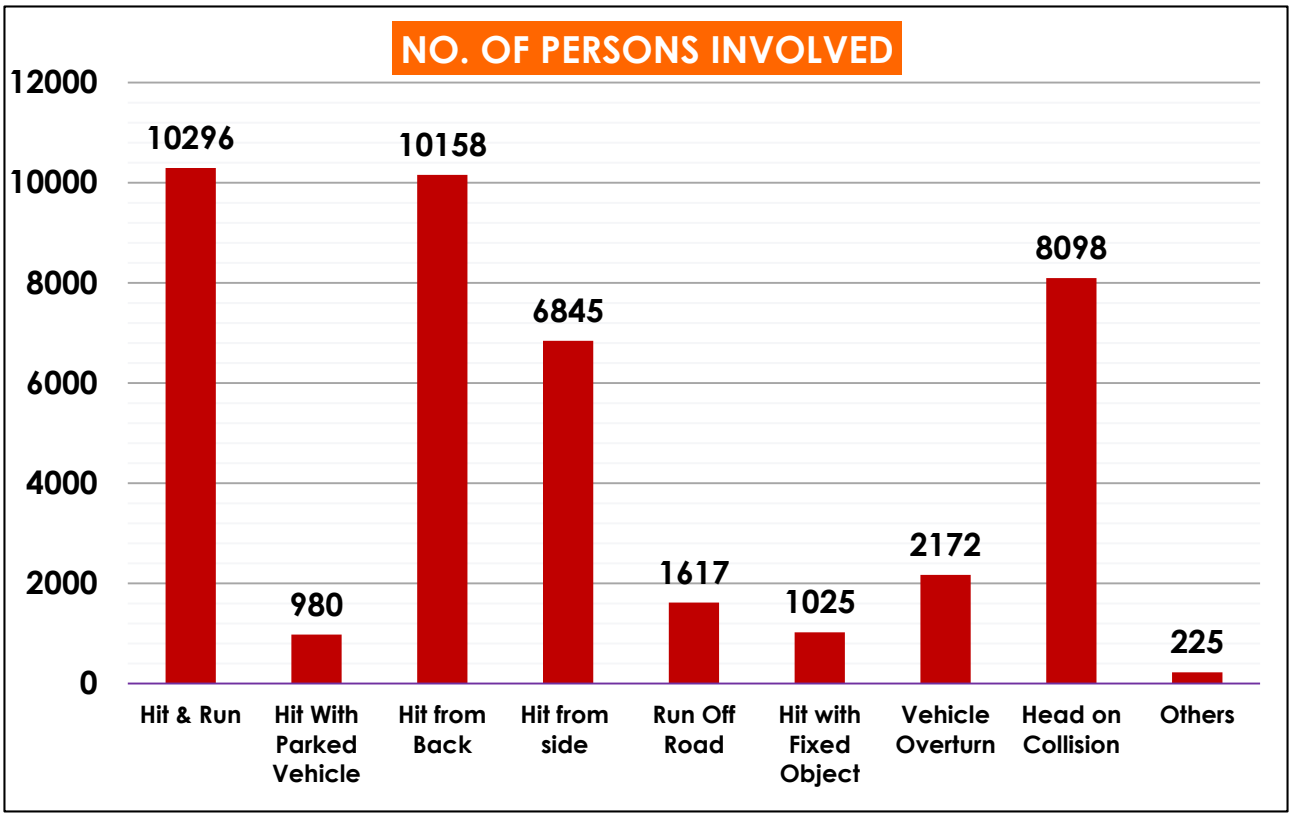


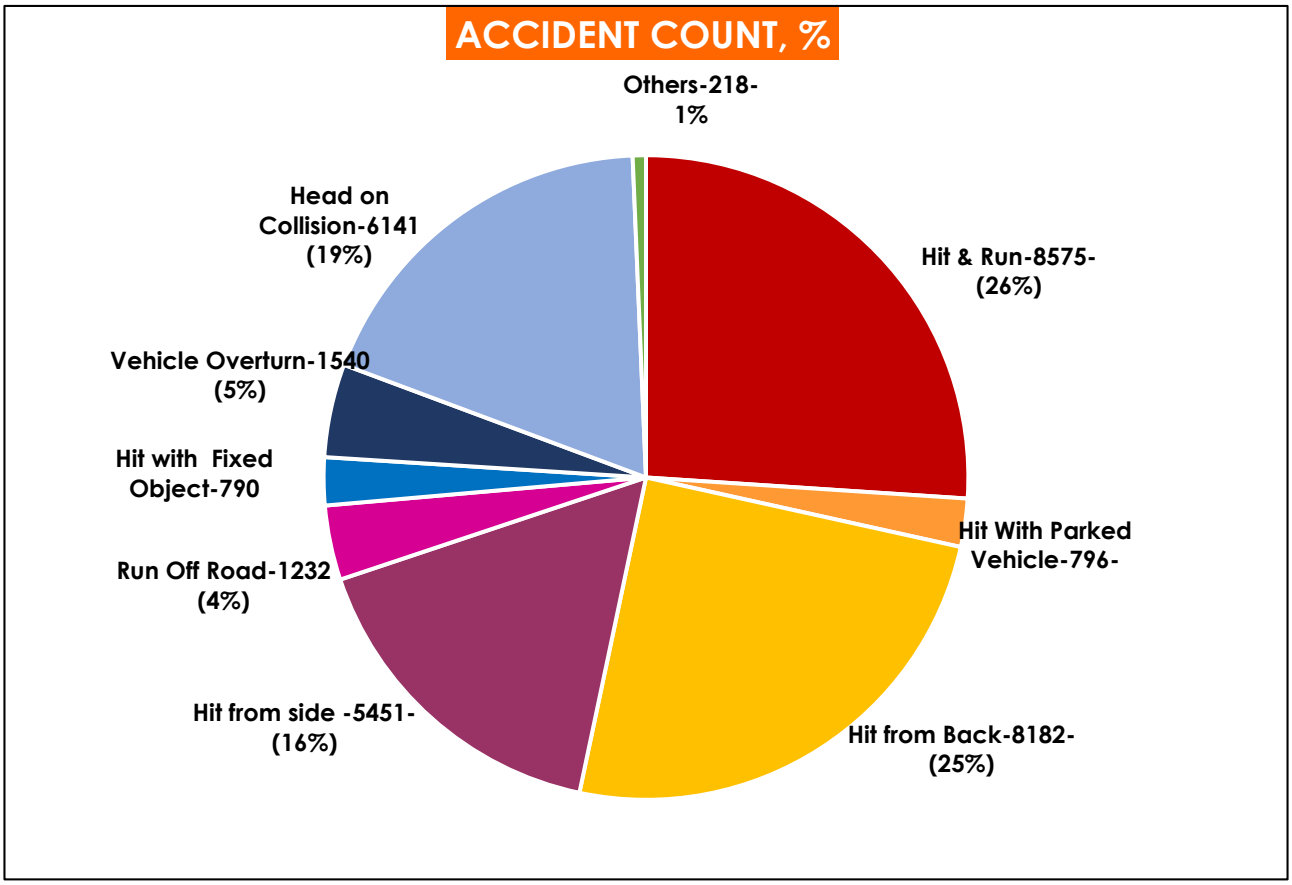
- 14314 in Vehicle To Vehicle collision and 6800 Vehicle To Pedestrian collision are the two highest contributors in 2019.
- Vehicle To Pedestrian is leading the fatality rate with 35% followed by Vehicle To Vehicle with 30%.

ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION (B)

Sr. No.	Nature of Accident/ Fatalities	Number of Accidents					Number of persons involved			
		Fatal	Grievous Injured	Minor Injury	Non Injury	Total	Killed	Grievous Injured	Minor Injured	Total
1	Hit & Run	3391	2969	1461	754	**8575**	3617	4506	2173	**10296**
2	Hit With Parked Vehicle	279	302	126	89	**796**	324	463	193	**980**
3	Hit from Back	2730	3376	1345	731	**8182**	2942	5011	2205	**10158**
4	Hit from side	1747	2282	932	490	**5451**	1856	3474	1515	**6845**
5	Run Off Road	516	315	215	186	**1232**	564	671	382	**1617**
6	Hit with Fixed Object	269	204	153	164	**790**	306	395	324	**1025**
7	Vehicle Overturn	571	409	263	297	**1540**	633	845	694	**2172**
8	Head on Collision	2191	2312	937	701	**6141**	2442	3740	1916	**8098**
9	Others	93	28	41	56	**218**	104	47	74	**225**
	Total	**11787**	**12197**	**5473**	**3468**	**32925**	**12788**	**19152**	**9476**	**41416**







- Most number of people die in Hit & Run cases when people leave the victim to suffer on the road.
- There are three major type of collisions recorded in 2019 in Maharashtra which are Hit & Run(8575), Hit From back(8182) and Head on Collison(6141).
- Death rate is also high in Hit & Run cases with 28% of dead victims.

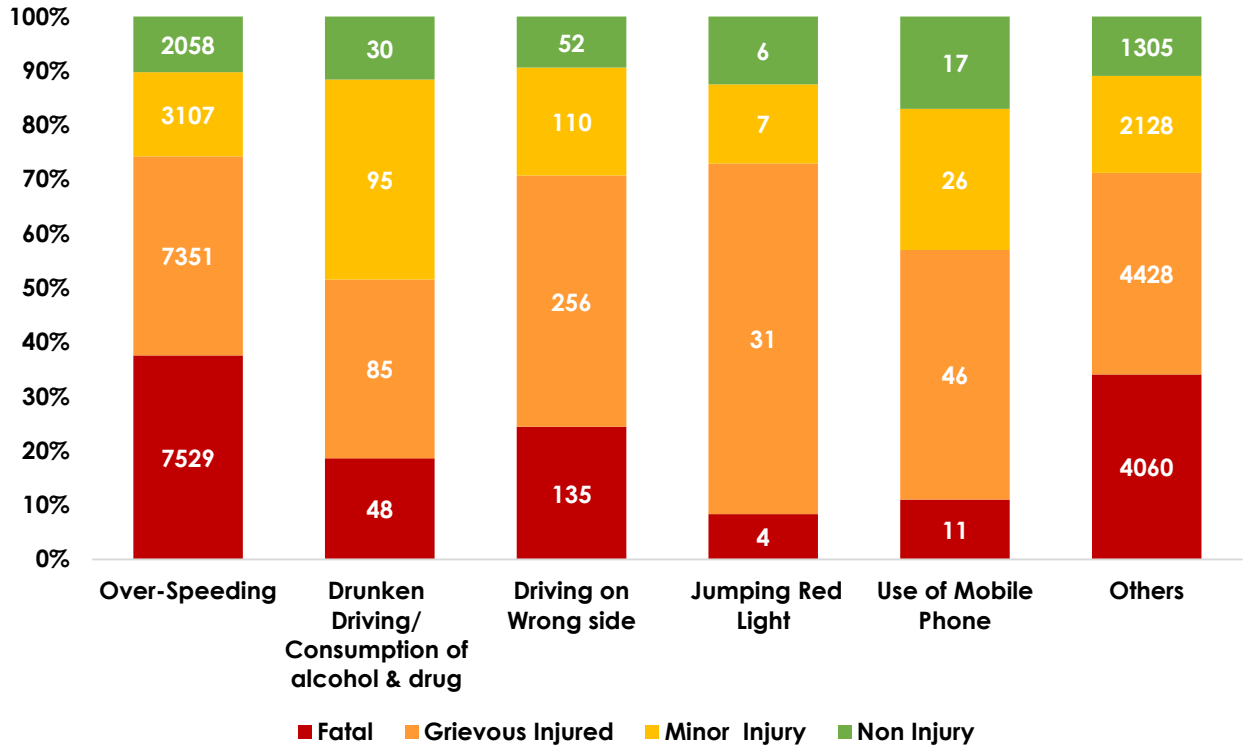
ROAD ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF TRAFFIC VIOLATIONS

Sr. No.	Type of Traffic Violations	Number of Accidents					Number of persons involved			
		Fatal	Grievous Injured	Minor Injury	Non Injury	Total	Killed	Grievous Injured	Minor Injured	Total
1	Over-Speeding	7529	7351	3107	2058	**20045**	8175	11947	5365	**25487**
2	Drunken Driving/ Consumption of alcohol & drug	48	85	95	30	**258**	53	128	152	**333**
3	Driving on Wrong side	135	256	110	52	**553**	154	388	183	**725**
4	Jumping Red Light	4	31	7	6	**48**	4	35	11	**50**
5	Use of Mobile Phone	11	46	26	17	**100**	13	67	33	**113**
6	Others	4060	4428	2128	1305	**11921**	4389	6587	3732	**14708**
	Total	**11787**	**12197**	**5473**	**3468**	**32925**	**12788**	**19152**	**9476**	**41416**

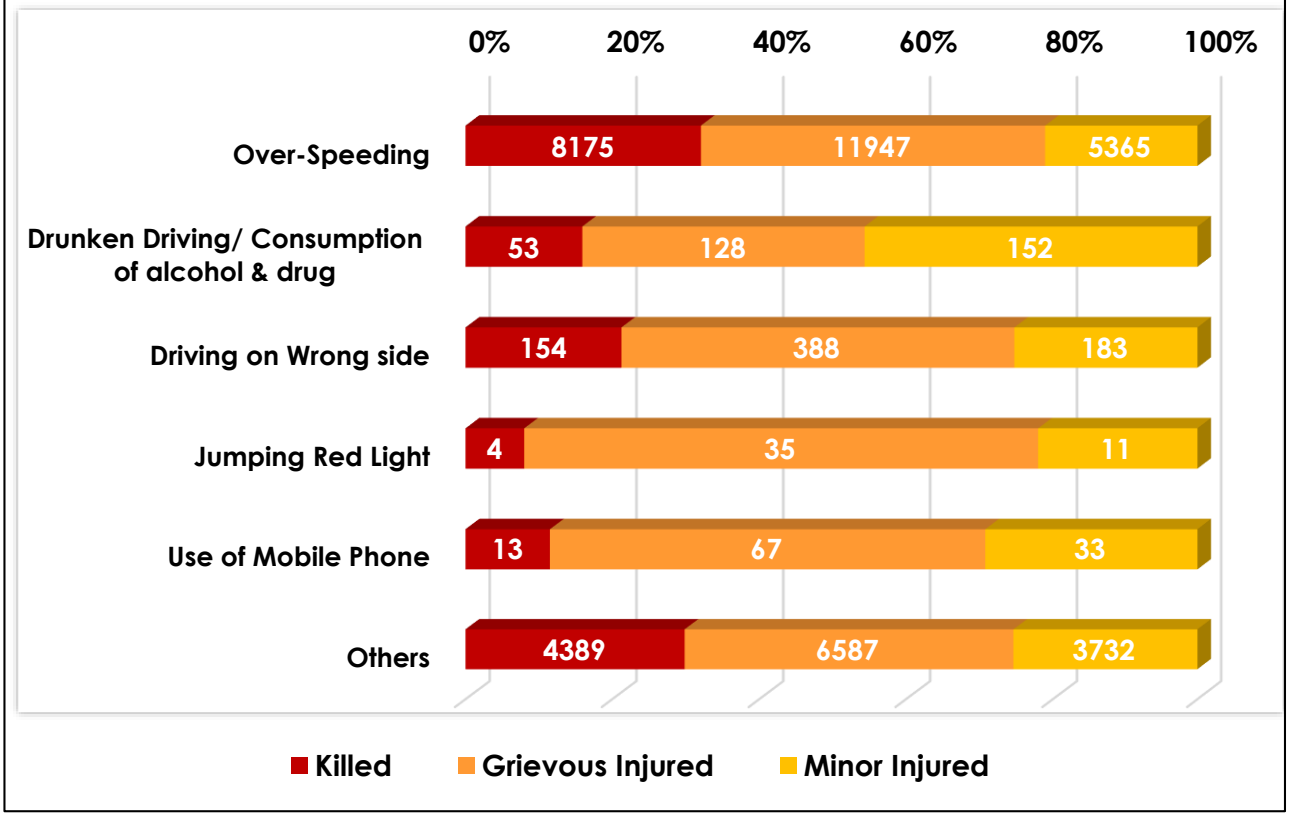
- Over speeding has killed 8175 people in 20045 road accidents and making 11947 people Grievously injured.
- Over speeding alone was responsible for 61% of road accidents in 2019.

ROAD ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF TRAFFIC VIOLATIONS

ACCIDENT CHART ROAD-WISE



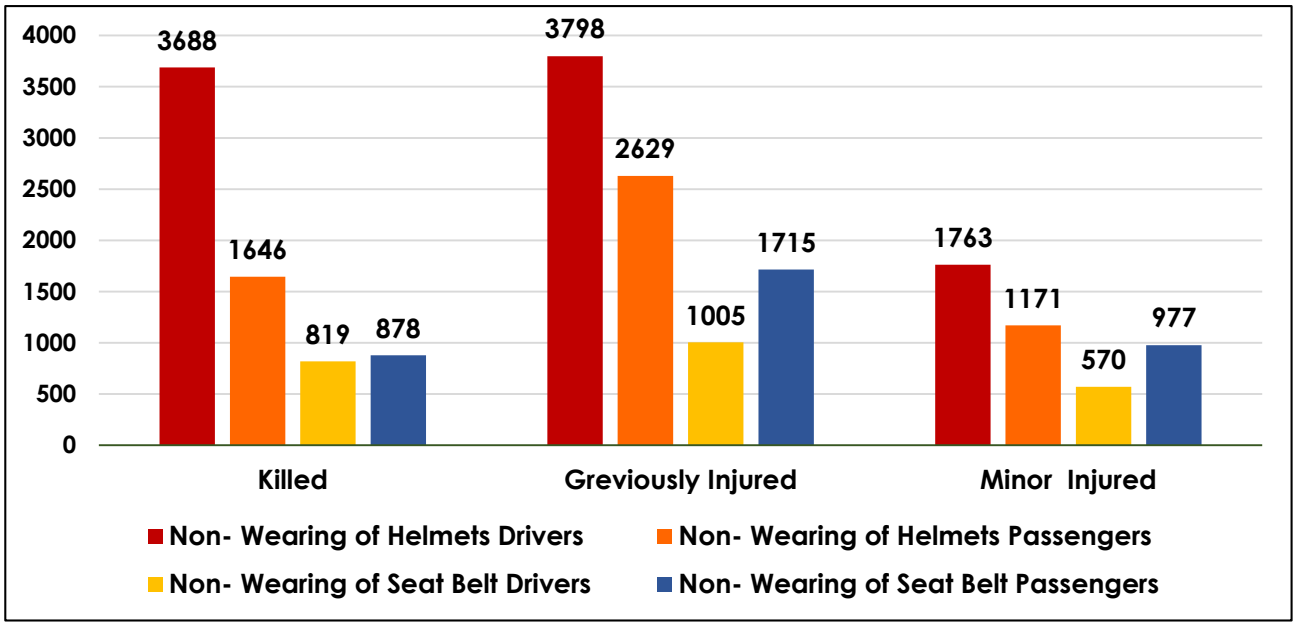
No. of Persons Involved in Accidents

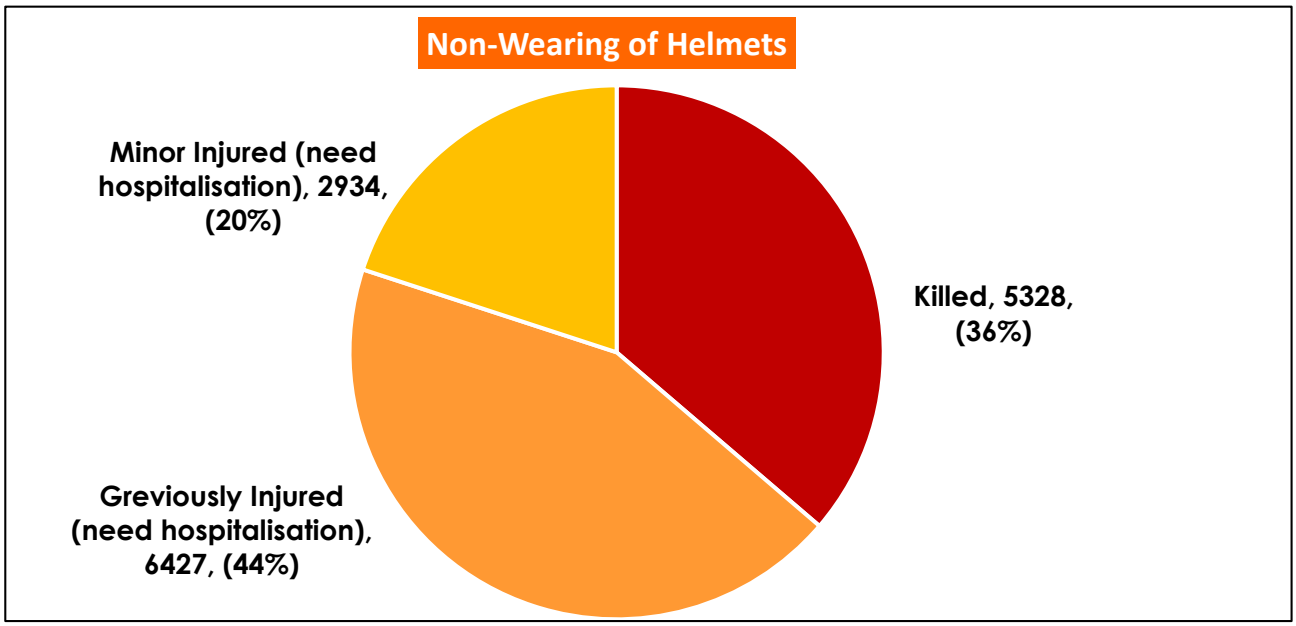


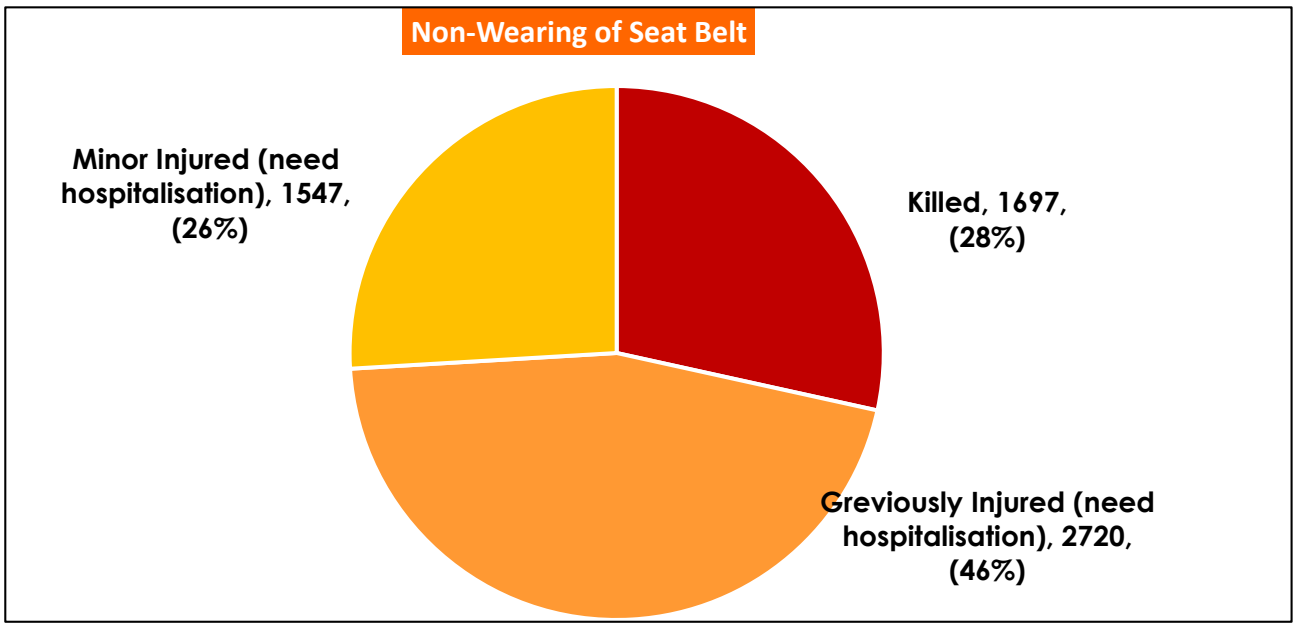
ACCIDENTS CLASSIFIED ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

Sr. No	Safety Devices	Number of Persons		
		Killed	Grievously Injured (need hospitalization)	Minor Injured (need hospitalization)
1	Non-Wearing of Helmets	5328	6427	2934
A	Rider	3682	3798	1763
B	Pillion	1646	2629	1171
2	Non-Wearing of Seat Belt	1697	2720	1547
A	Drivers	819	1005	570
B	Passengers	878	1715	977
Total		**7025**	**9147**	**4481**

Accidents Classified According to Non-use of Safety DEVICE by Victim

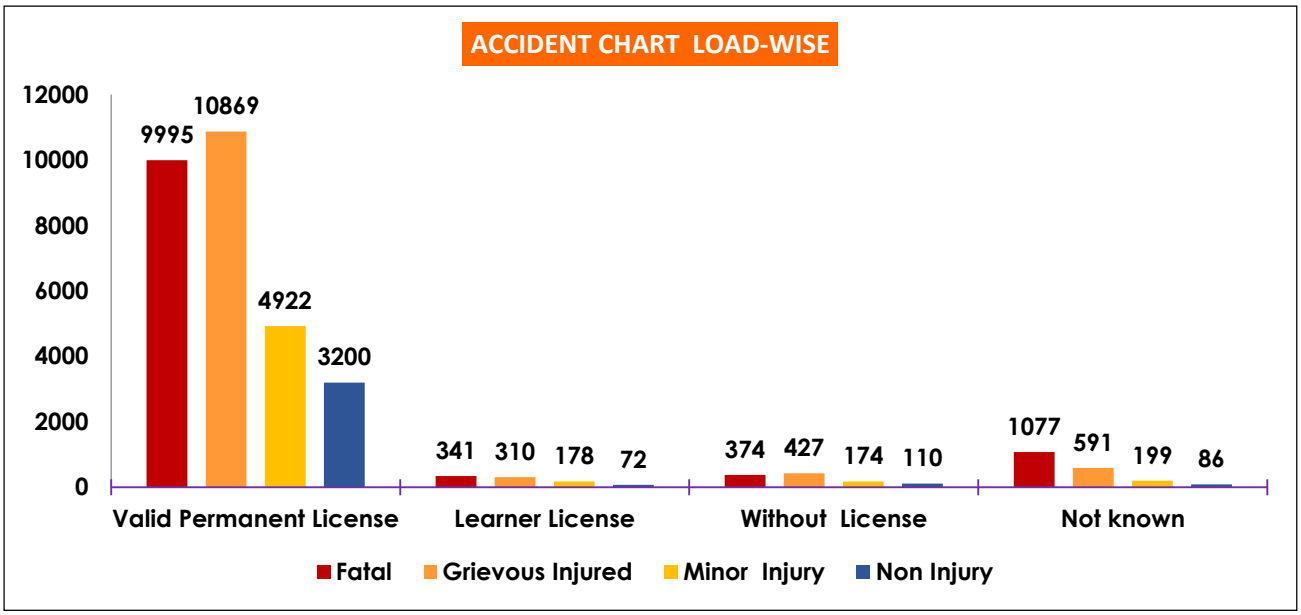


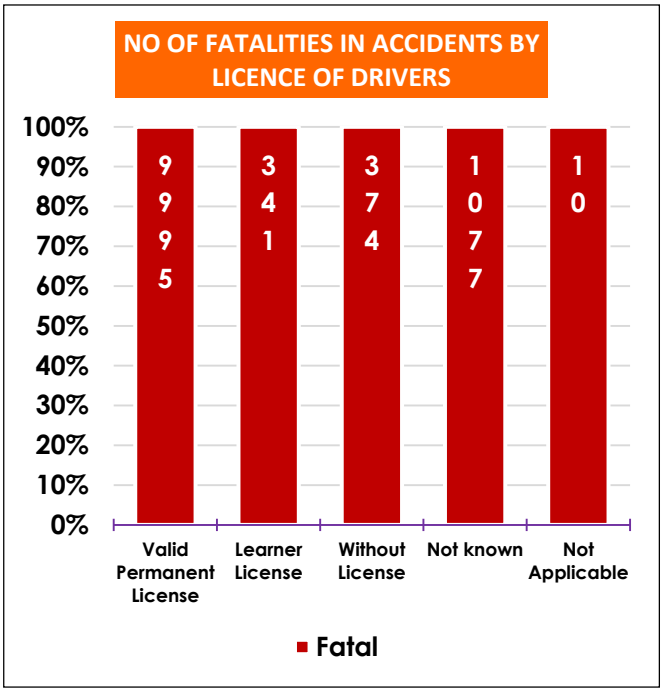


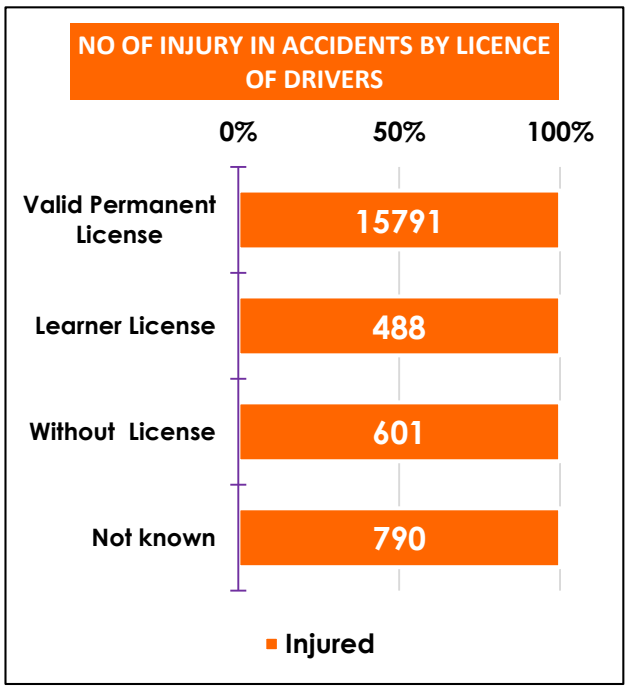


Accidents classified according license of drivers

Sr. No.	Type of License	Number of Accidents				
		Fatal	Grievous Injured	Minor Injury	Non Injury	Total
1	Valid Permanent License	9995	10869	4922	3200	**28986**
2	Learner License	341	310	178	72	**901**
3	Without License	374	427	174	110	**1085**
4	Not known	1077	591	199	86	**1953**
Total		11787	12197	5473	3468	**32925**





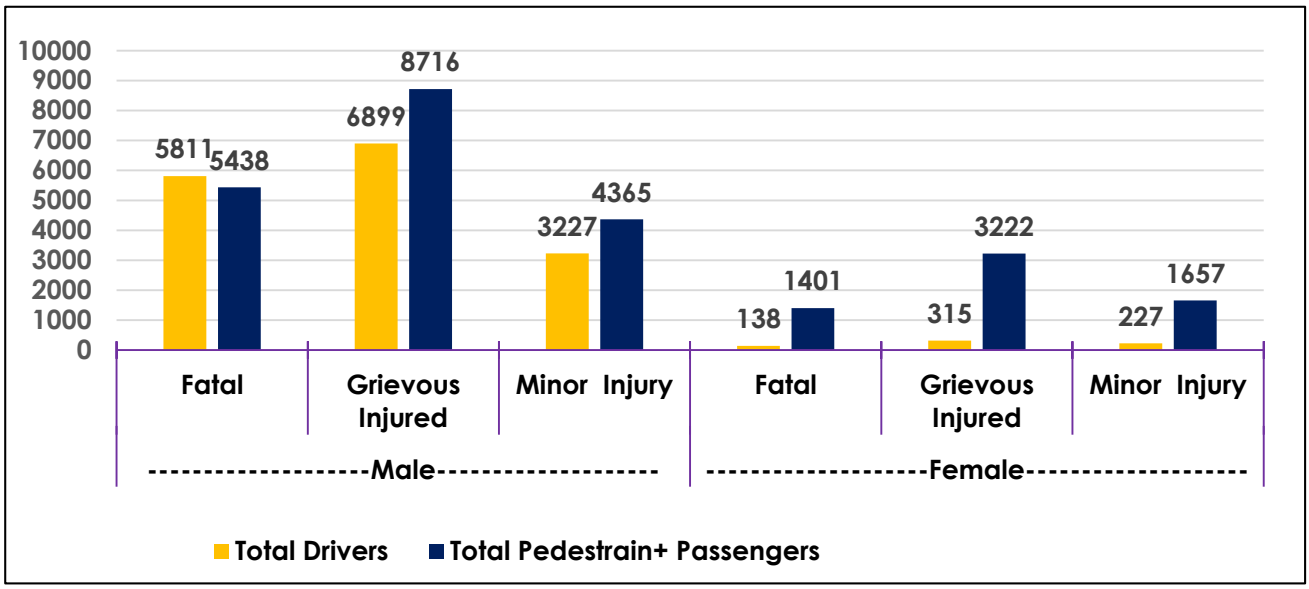


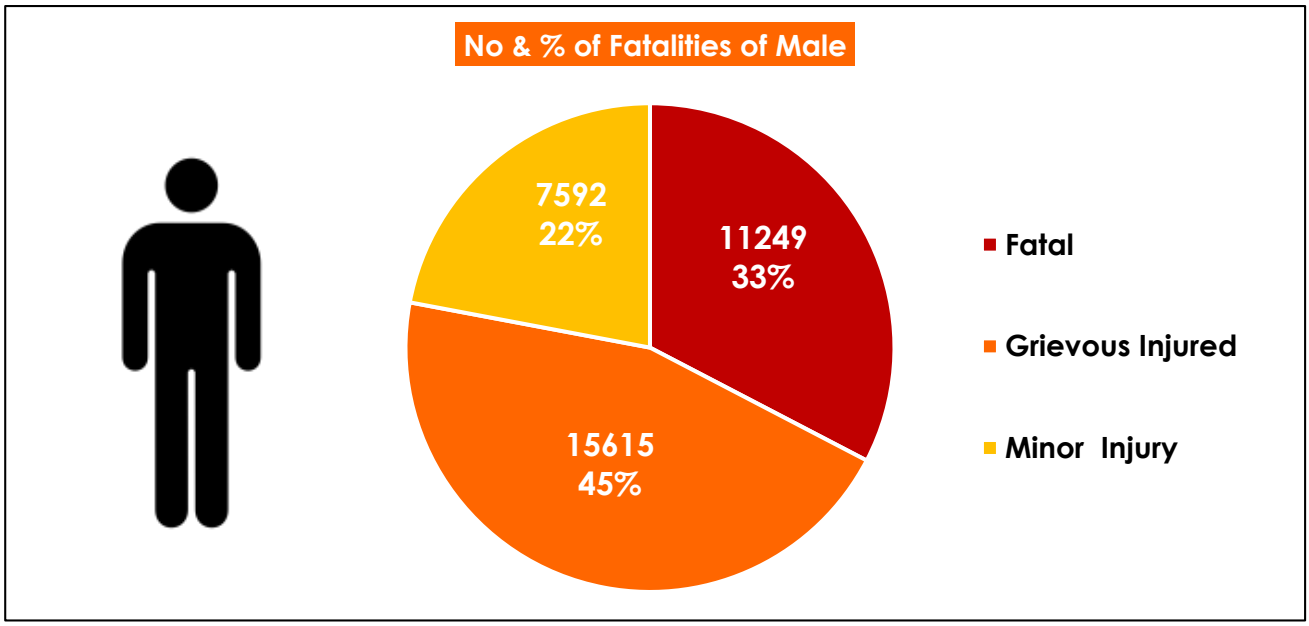
- 88% road accidents were happened through permanent licence holders in 2019.
- Resulting in close to 29,000 road accidents which turned in around 10,000 fatal injuries and approximately 11,000 Grievous injuries.

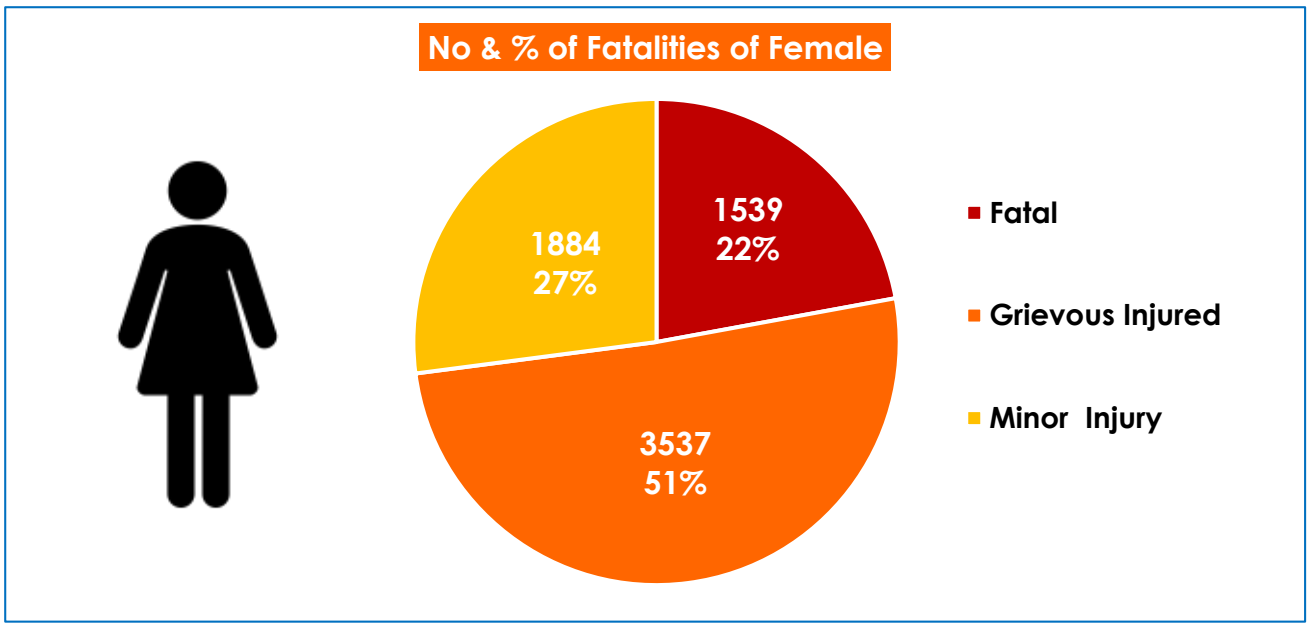
ACCIDENTS CLASSIFIED ACCORDING TYPE OF ROAD USER

VEHICLES	Persons	Fatal		Grievous Injured		Minor Injury		Total	
		Male	Female	Male	Female	Male	Female	Male	Female
Pedestrians		2344	505	2794	980	1104	424	**6242**	**1909**
Bicycles	Total	170	12	225	41	97	16	**492**	**69**
	Drivers	154	8	192	23	87	12	**433**	**43**
	Passengers	16	4	33	18	10	4	**59**	**26**
Two Wheelers	Total	5290	604	6687	1082	2815	561	**14792**	**2247**
	Drivers	4049	123	4580	277	1940	178	**10569**	**578**
	Passengers	1241	481	2107	805	875	383	**4223**	**1669**
Auto Rickshaws	Total	377	80	977	313	590	187	**1944**	**580**
	Drivers	177	1	379	9	196	7	**752**	**17**
	Passengers	200	79	598	304	394	180	**1192**	**563**
Cars, Taxis, Vans & LMV	Total	1793	236	2669	579	1508	345	**5970**	**1160**
	Drivers	1084	14	1260	27	709	37	**3053**	**78**
	Passengers	709	222	1409	552	799	308	**2917**	**1082**
Trucks/Lorries	Total	607	20	737	93	428	48	**1772**	**161**
	Drivers	277	0	337	1	209	1	**823**	**2**
	Passengers	330	20	400	92	219	47	**949**	**159**
Buses	Total	208	38	881	332	683	261	**1772**	**631**
	Drivers	35	0	109	0	57	0	**201**	**0**
	Passengers	173	38	772	332	626	261	**1571**	**631**
Non-Motor Vehicles (E-rickshaw etc.)	Total	5	0	0	0	1	0	**6**	**0**
	Drivers	0	0	0	0	0	0	**0**	**0**
	Passengers	5	0	0	0	1	0	**6**	**0**
Others	Total	460	44	645	117	367	42	**1472**	**203**
	Drivers	189	0	234	1	116	4	**539**	**5**
	Passengers	266	44	411	116	250	38	**927**	**198**
All Total		**11249**	**1539**	**15615**	**3537**	**7592**	**1884**	**34456**	**6960**
All Drivers Total		**5811**	**138**	**6899**	**315**	**3227**	**227**	**3769**	**680**
All Pedestration + Passangers Total		**5438**	**1401**	**8716**	**3222**	**4365**	**1657**	**9244**	**6280**

ACCIDENTS CLASSIFIED ACCORDING TYPE OF ROAD USER



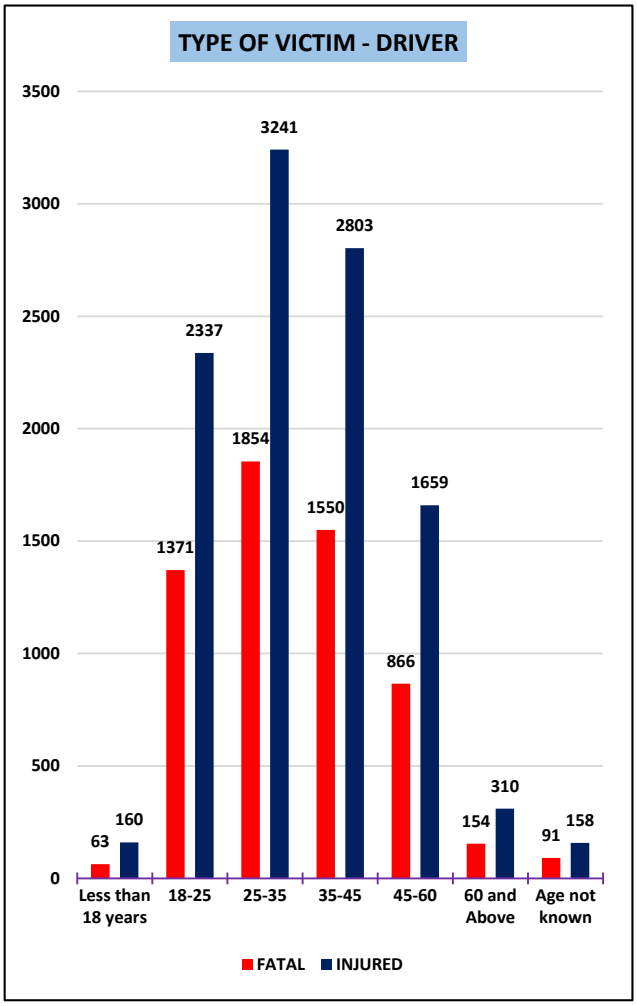


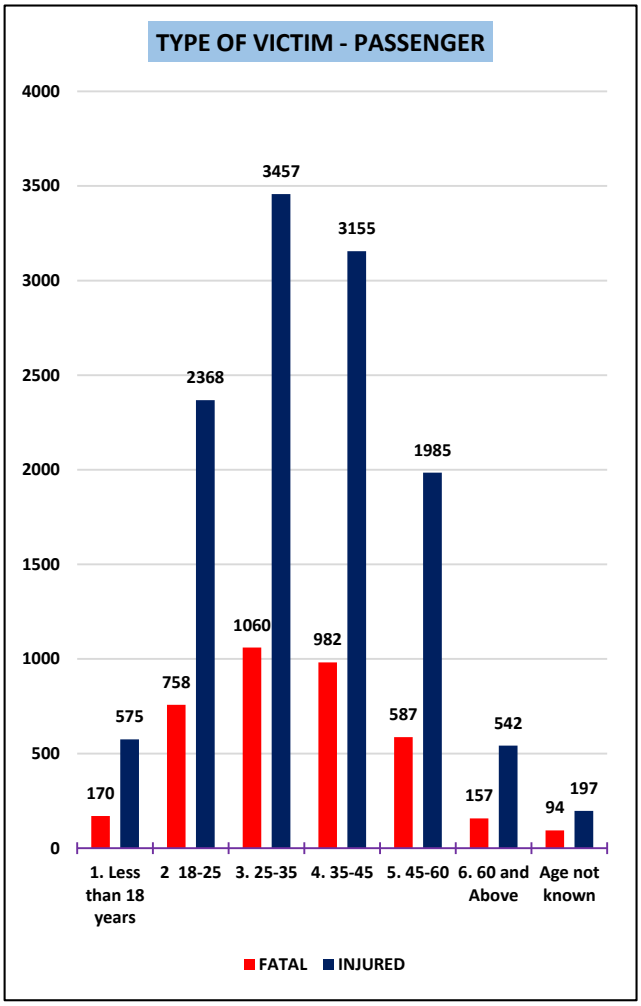


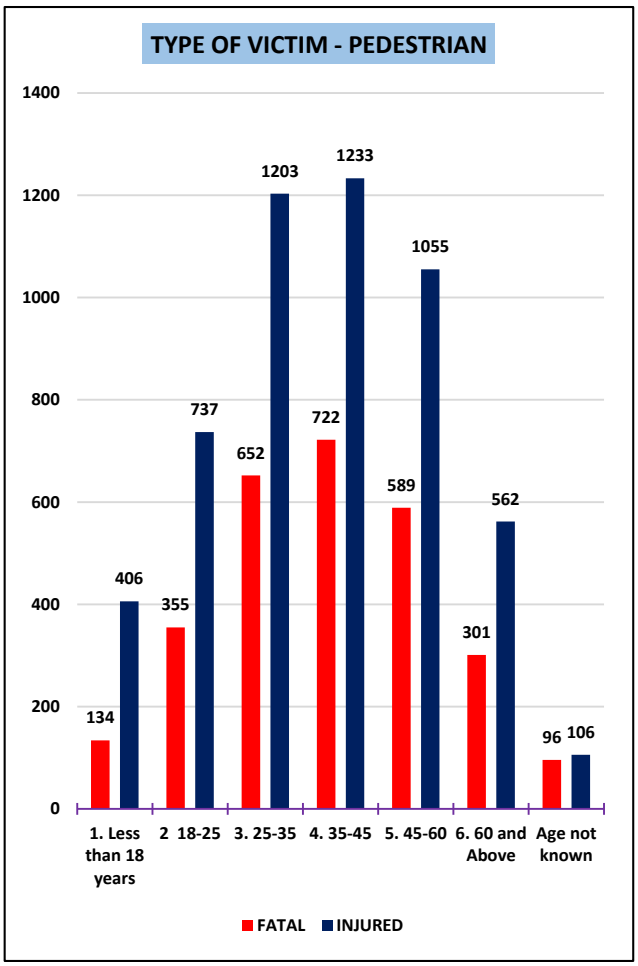
Accidents Classified According to Type of VICTIMS, AGE AND SEX

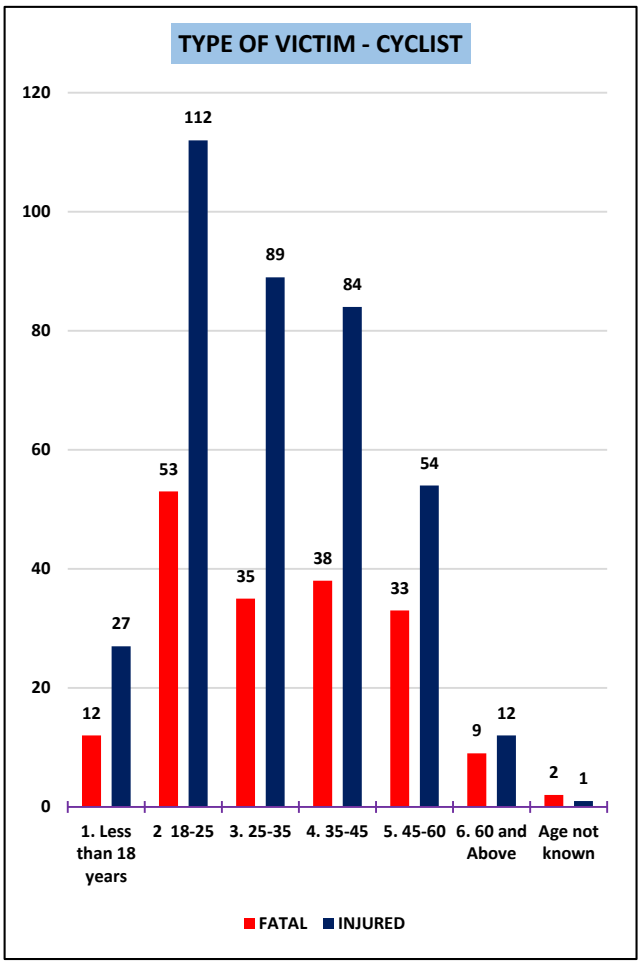
	SR . NO	Victims	Number of persons				
			Killed		Injured		Total
			Male	Female	Male	Female	
(A)Drivers		**(A)Drivers Total**	5811	138	10126	542	**16617**
	1	Less than 18 years	62	1	135	25	**223**
	2	18-25	1335	36	2225	112	**3708**
	3	25-35	1799	55	3070	171	**5095**
	4	35-45	1518	32	2658	145	**4353**
	5	45-60	855	11	1585	74	**2525**
	6	60 and Above	152	2	299	11	**464**
	7	Age not known	90	1	154	4	**249**
(B)Passengers		**(B)Passengers Total**	**2924**	**884**	**8861**	**3418**	16087
	1	Less than 18 years	134	36	392	183	**745**
	2	18-25	609	149	1755	613	**3126**
	3	25-35	812	248	2564	893	**4517**
	4	35-45	733	249	2249	906	**4137**
	5	45-60	430	157	1396	589	**2572**
	6	60 and Above	124	33	363	179	**699**
	7	Age not known	82	12	142	55	**291**
(C) Pedestrian		**(C) Pedestrian Total**	**2344**	**505**	**3898**	**1404**	8151
	1	Less than 18 years	92	42	271	135	**540**
	2	18-25	318	37	576	161	**1092**
	3	25-35	542	110	919	284	**1855**
	4	35-45	616	106	901	332	**1955**
	5	45-60	467	122	776	279	**1644**
	6	60 and Above	227	74	372	190	**863**
	7	Age not known	82	14	83	23	**202**
(D) Cyclist		**(D) Cyclist Total**	**170**	**12**	**322**	**57**	561
	1	Less than 18 years	12	0	26	1	**39**
	2	18-25	46	7	93	19	**165**
	3	25-35	33	2	73	16	**124**
	4	35-45	35	3	68	16	**122**
	5	45-60	33	0	50	4	**87**
	6	60 and Above	9	0	11	1	**21**
	7	Age not known	2	0	1	0	**3**
All Total		**All Total**	**11249**	**1539**	**23207**	**5421**	41416
	1	Less than 18 years	300	79	824	344	**1547**
	2	18-25	2308	229	4649	905	**8091**
	3	25-35	3186	415	6626	1364	**11591**
	4	35-45	2902	390	5876	1399	**10567**
	5	45-60	1785	290	3807	946	**6828**
	6	60 and Above	512	109	1045	381	**2047**
	7	Age not known	256	27	380	82	**745**

ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF VICTIMS, AGE AND SEX





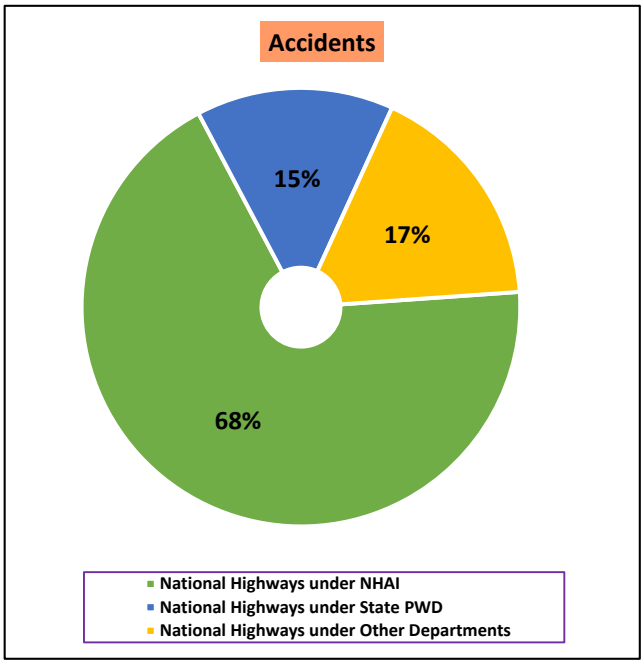


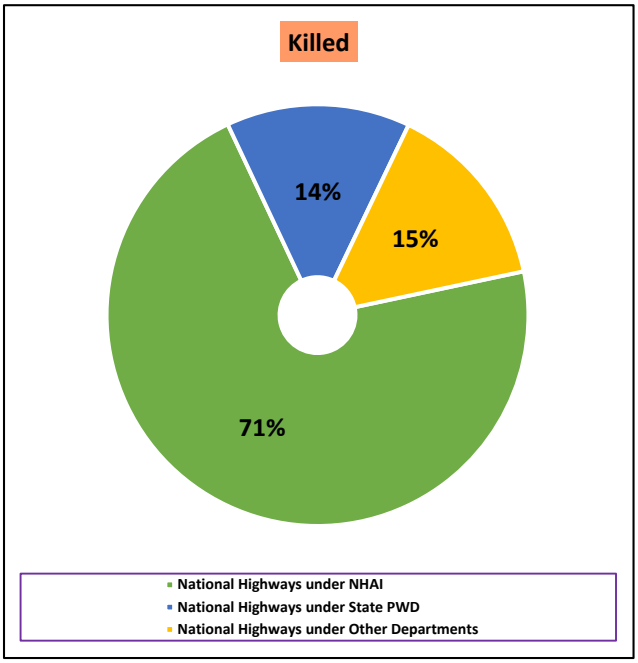


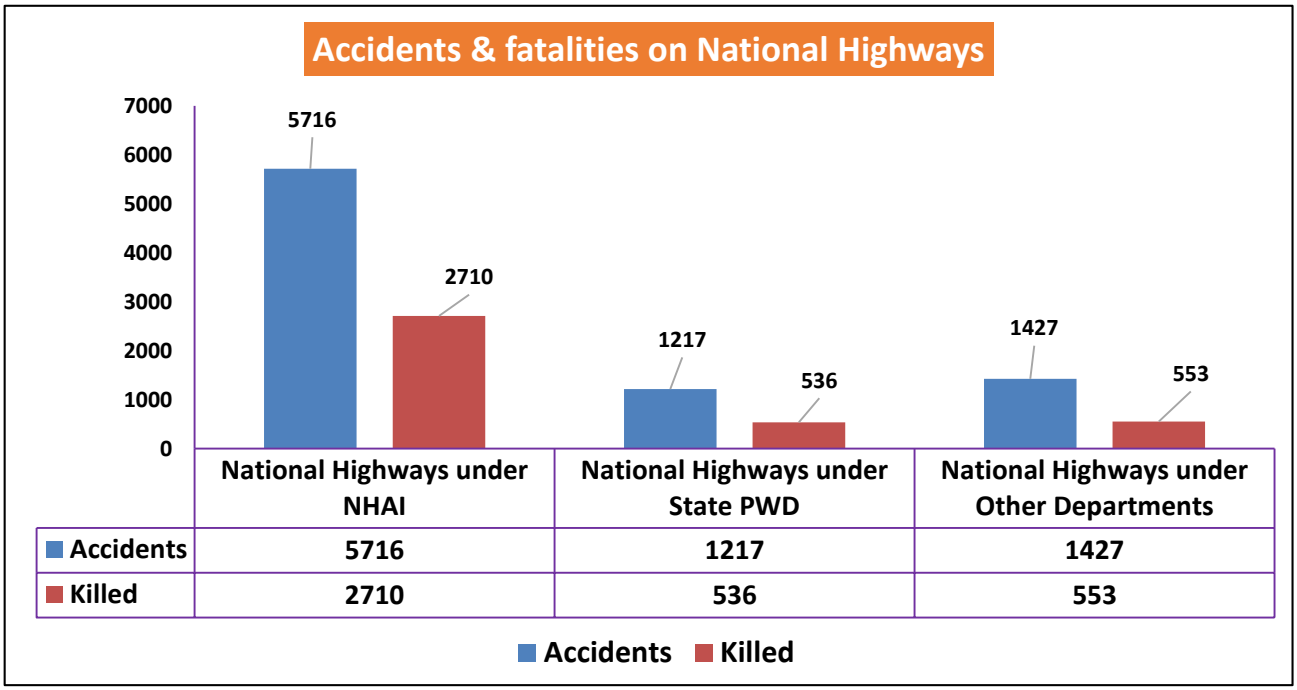
ACCIDENTS & FATALITIES OCCURRED ON NATIONAL HIGHWAYS

Different categories	Accidents	Killed
National Highways under NHAI	5716	2710
National Highways under State PWD	1217	536
National Highways under Other Departments	1427	553
Total	8360	3799

*Accident on Mumbai Pune Express way included in National Highway under NHAI .





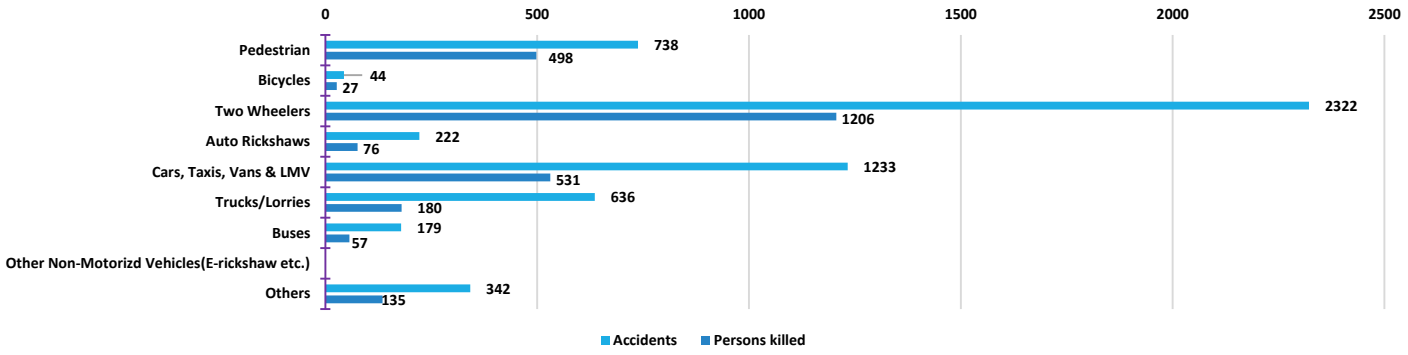


ACCIDENTS/PERSONS KILLED UNDER THE CATEGORY OF ROAD USER ON NATIONAL HIGHWAYS

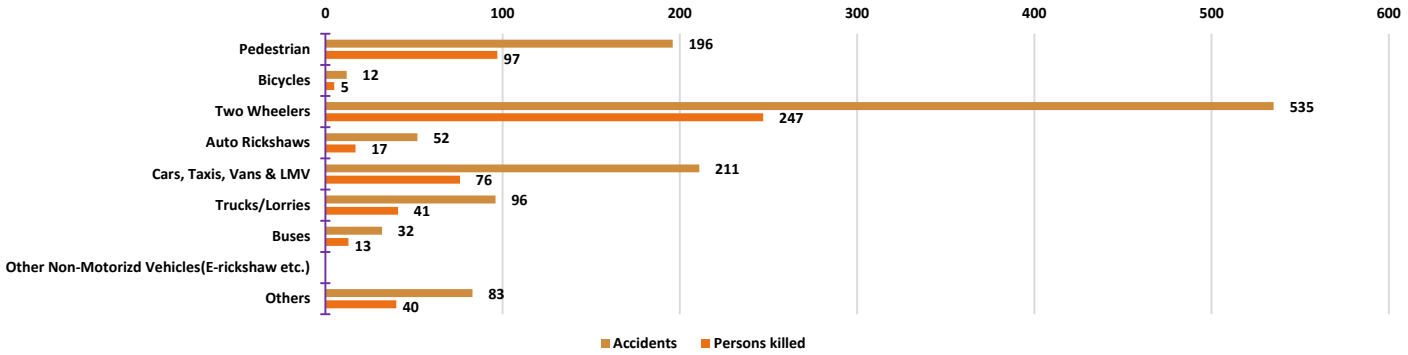
ROAD USER	NATIONAL HIGHWAYS UNDER NHAI		NATIONAL HIGHWAYS UNDER STATE PWD		NATIONAL HIGHWAYS UNDER OTHER DEPARTMENTS	
	Accidents	Persons killed	Accidents	Persons killed	Accidents	Persons killed
Pedestrian	738	498	196	97	188	116
Bicycles	44	27	12	5	14	7
Two Wheelers	2322	1206	535	247	616	255
Auto Rickshaws	222	76	52	17	62	15
Cars, Taxis, Vans & LMV	1233	531	211	76	340	96
Trucks/Lorries	636	180	96	41	115	34
Buses	179	57	32	13	45	14
Other Non- Motorizd Vehicles (Erickshaw etc.)	0	0	0	0	0	0
Others	342	135	83	40	47	16
Total	5716	2710	1217	536	1427	553

*Accident on Mumbai Pune Express way included in National Highway under NHAI .

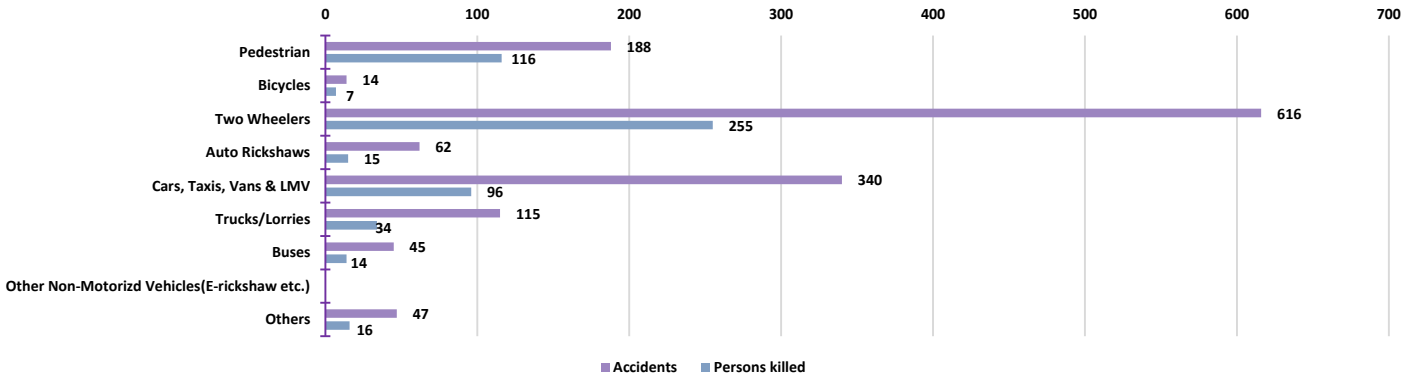
National Highways under NHAI



National Highways under State PWD



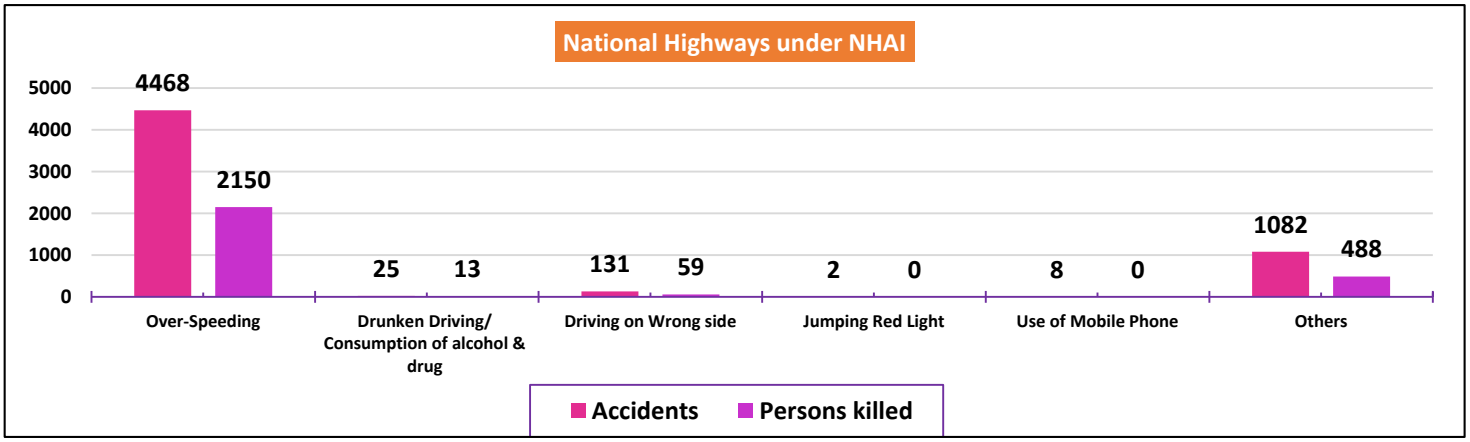
National Highways under Other Departments

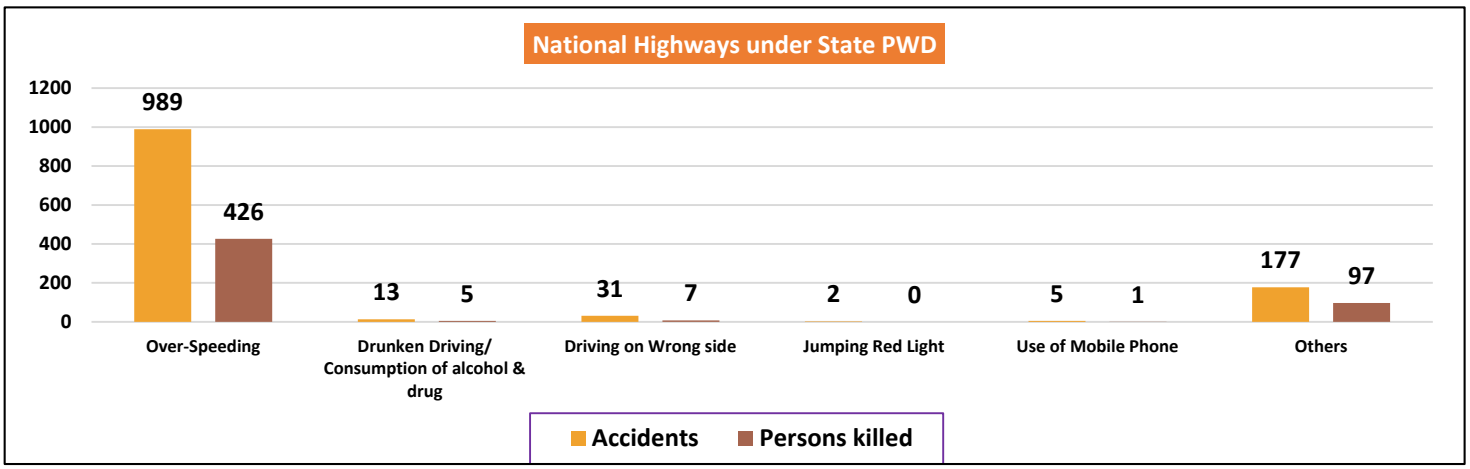


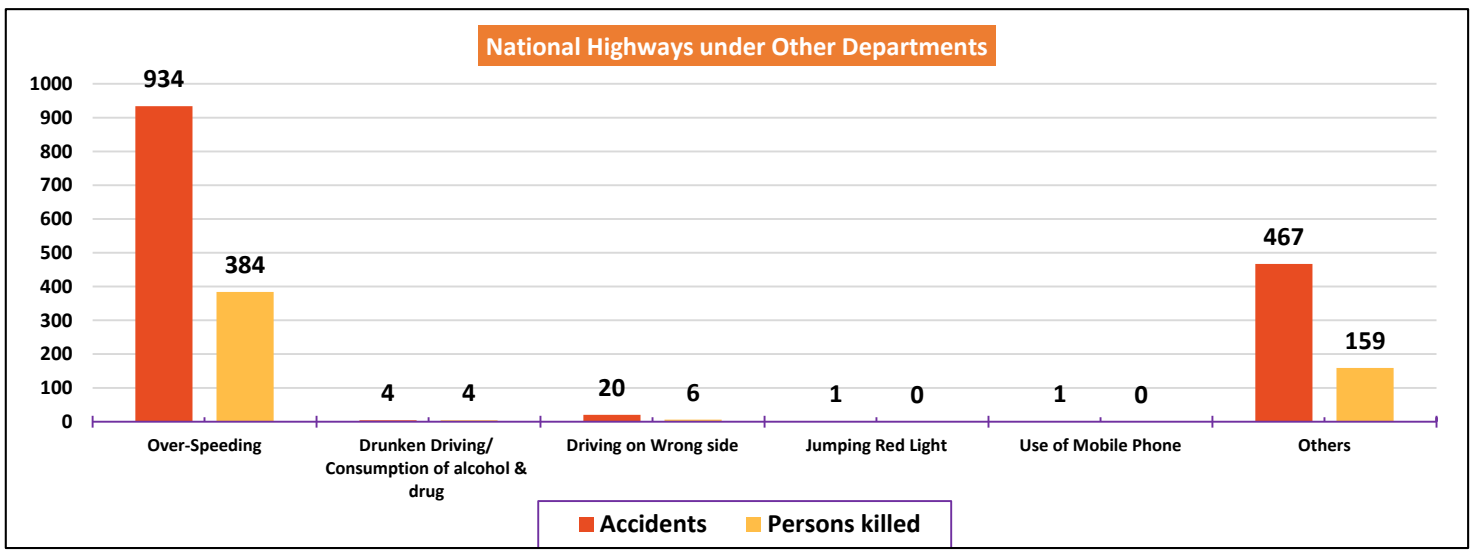
ACCIDENTS/PERSONS KILLED UNDER THE CATEGORY OF ROAD USER ON NATIONAL HIGHWAYS

ROAD USER	NATIONAL HIGHWAYS UNDER NHAI		NATIONAL HIGHWAYS UNDER STATE PWD		NATIONAL HIGHWAYS UNDER OTHER DEPARTMENTS	
	Accidents	Persons killed	Accidents	Persons killed	Accidents	Persons killed
Over-Speeding	4468	2150	989	426	934	384
Drunken Driving/ Consumption of alcohol & drug	25	13	13	5	4	4
Driving on Wrong side	131	59	31	7	20	6
Jumping Red Light	2	0	2	0	1	0
Use of Mobile Phone	8	0	5	1	1	0
Others	1082	488	177	97	467	159
Total	5716	2710	1217	536	1427	553

*Accident on Mumbai Pune Express way included in National Highway under NHAI .







THE WAY FORWARD

The core responsibility of the Police Department being, keeping the roads safe, the Department, from time to time, develop and implement key measures in managing the dynamic requirements that help achieve the safety plans. In doing so, the Department accesses available information and data to collaborate with various stakeholders to bring about the desired impact. With an aim to reduce the number of road accidents & fatalities, which is a constant endeavor, the Police Department has identified few key areas and decided to lay emphasis on the following targets in the financial year 2021-2022. This target-oriented approach will help the Police department to channelize its efforts to reduce road accidents and fatalities.

ENFORCEMENT:

Strict enforcement of Traffic Laws shows major impact on reducing road accidents. Analysis of road accidents shows that majority of accidents occurred where traffic rules were blatantly flouted or due to human error. Enforcement of traffic regulations will be focused on defaulters involved in dangerous driving, over speeding, non-wearing of safety devices like seat belts/helmets, lane cutting, wrong or road parking, wrong side driving etc.; which are the main causes of accident. The Yearly targets has been set up for all Police units on the basis of road accident statistics of particular area and availability of manpower. Firm enforcement with monthly follow up and reviews will help achieve the objectives.

TRAINING:

In Maharashtra, the department has already set up team of an officer of the rank of Sub Inspector and three men in each police station for investigation of traffic accident and to analyze the root causes of each fatal and grievous accidents. It has planned to complete training program on 'Crash Investigation' of field level officers by March-2022 with the help of experts through Global Road Safety Partnership. The ongoing training program for traffic officers and men of the State on First Aid and Traffic Law will be continued.

SURVEY:

Highway police of the State have already surveyed all road junctions of National Highways and State Highways and major Ghat Roads of the State. The detailed report with suggestions is already submitted to respective departments through the Lead Agency. With help of other stakeholders, the department will prioritize to take junction calming measures on those junctions which are identified as Black Spot. The team of police officer and officers from transport department and PWD are visiting each fatal accident spot in their jurisdiction and after analyzing each accident the team is instructed to identify the underlying root cause of such accidents after due scientific analysis and to ensure that immediate short term and long term measures are implemented to prevent similar accidents in the future. District Road Safety Committee will be apprised about measures to be taken at these junction points such as improving curves, improvement in road furniture, installation of blinkers or High/Mini Mast etc.

AWARENESS PROGRAM:

While strict enforcement gives good results in reduction of road accident, sometimes it leads to law and order situations, particularly in rural area or in densely populated city area. Awareness on Road Safety and citizen responsibility is a crucial measure in reducing road accidents and fatalities. A yearly Road Safety Awareness Program will be conducted for all Police Units with an emphasis on awareness on major violation i.e. drink and drive, over speeding, dangerous parking, use of mobile

phone, not wearing safety gears like seat belt and helmet, driver fatigue (do not drive if you are tired), driving vehicles without reflector, jumping red signal, driving in wrong lane, wrong side driving; which are leading cause of traffic crashes.

PROCUREMENT OF EQUIPMENT:

A proposal of Rs. 134 Crore for Procurement of Equipment as per BPR&D norms comprising Interceptor vehicles, Breath Analyser, Laser/Radar Speed Guns, Body Worn Camera, Recovery Vehicle, Road Safety Exhibition Vehicle and Tint Enforcement Meter etc. from Road Safety Fund has been submitted to Lead Agency. Regular follow up to procure these equipment as per defined timeline will be undertaken to achieve desired targets. Elaborate training of personnel to use and maintain these equipment effectively has been drawn and will be conducted, seamlessly.

In conclusion, the Departments proposes to have a close knit engagement and intervention with all concerned departments to share and use information and knowledge at regular intervals for effective and critical understanding of the problem areas and resolve the same forthwith. The advancements in information technology, digitalization and analytics can be of great help in planning and achieving the desired targets with our collective efforts.

VISION

- Safe Transportation of Goods & Passengers and Safety of Vulnerable road users.
- Prompt & Citizen friendly services relating to Motor Vehicles, to have a sustainable, efficient, safe, and internationally comparable quality of road transport with state of art road infrastructure in general and National Highways infrastructure in particular to achieve enhanced connectivity, quick mobility to a level that accelerates socio-economic development with safety.

MISSION

- Establish arrangements for review of Road Transport requirements keeping in view the long term perspective.
- Evolve regulations for safer, fuel-efficient, and cleaner automobiles in alignment with international standards.
- Improving road safety scenario in the country especially on National Highways.
- Promoting IT for facilitating online services to the stakeholders by making the process of application simple and process of testing of vehicles and drivers stringent and transparent.
- Strengthening the public transport system.
- To ensure Road Safety of Vulnerable road users, Drivers, passengers, and other road users.
- To aim for stricter compliance of provisions of the Motor Vehicle Act & Rules thereunder.
- To establish user-friendly front end facilities for visiting public
- To strengthen the Department by providing state of art equipment & manpower
- To ensure specialized and trained manpower with special reference to Road Safety, Engineering Training

FUNCTIONS

To enforce the statutory provisions of Motor Vehicles Act & Rules made thereunder
To coordinate and supervise road safety-related activity of various stakeholders like the Public Works Department, Health Department, Urban Local Bodies, and Education department from a road safety point of view through the Lead Agency constituted in Transport Commissioners Office.

CHALLENGES

Road safety, in many ways, is a moving target. Experts estimated that improvement in the safety of roads can reduce the fatality phenomenon. The lead agency firmly believes that by developing safer roads, road accidents and their consequences will be greatly reduced. Physical Road improvement measures are designed to prevent and reduce the consequences of serious crashes by treating sections of roads and roadside - Highways and main roads- when major accidents occur, as well as improving the intersections. This calls for a shift from the conventional road design and vehicle design to one which involves designing forgiving roads and forgiving vehicles. Road safety in many ways involves human beings who have different perceptions. This calls for identified publicity and education campaigns that are to be constantly reinforced on the minds of the public.

The main responsibility of the Motor Vehicle Department being Safety on Road and Safety in vehicles has adopted a multi-pronged strategy of initiating key measures in managing the dynamic requirements to achieve the safety standards coupled with accident reduction targets in absolute terms. In doing so, the department collates available information and data to collaborate with various stakeholders for achieving the desired impact. The departments focus on reducing the number of road accidents & fatalities that are constantly monitored. This is done by identifying key areas like strict enforcement, eliminating black spots and vulnerable

spots by adopting innovative road engineering measures and IT-based interventions, post-trauma care facilities in form of trauma centers and state of art ambulance services coupled with continuous road safety education in schools, colleges, and through webinars are few key areas in which concerted efforts are planned in the financial year 2021-22. This target-oriented approach will help the Motor Vehicle Department in reducing road accidents and fatalities.

ENFORCEMENT

Strict enforcement of the Motor vehicle Act in line with the Traffic department will result in a favorable impact on reducing road accidents. This is being ensured by ensuring suspension of driving license in respect of those violations which are detected by the traffic department. Focus on the suspension of license in case of over speeding, drunken driving, dangerous driving, overloading of vehicle, the clandestine operation will certainly ensure good road behavior. The lead agency aims at improving enforcement infrastructure by providing necessary funding for the purchase of interceptor vehicles, speed guns break analyses, and other necessary equipment. road safety fund will be made available for such activities for the Motor Vehicle Department and Police department. Firm enforcement with monthly follow up and reviews will help achieve the objectives.

TRAINING

In Maharashtra, the Motor Vehicle department has already set up a training desk with a team of an officer of the rank of Assistant Transport Commissioner for developing the technical skills required for technical analysis of vehicle crash. It is planned to have induction training for new recruits as well as in-service training in a phased manner. The lead agency has already constituted a team of three men one each from the police, PWD, and Motor vehicle department in each police station for investigation of a traffic accident and to analyse the root causes of each fatal and grievous accident. The police department is planning to complete a training program on 'Crash Investigation' of field level officers by March-2022 with the help of experts through the Global Road Safety Partnership.

INTER-DEPARTMENTAL COORDINATION

The lead agency in coordination with the District Road Safety Committee across the state and along with stakeholder departments like Highway Police, PWD, NHAI, and other road engineering departments has already surveyed all road junctions of National Highways and State Highways and major Ghat Roads of the State. The detailed report along with suggestions is already submitted by the Police Department to respective departments through the Lead Agency.

The lead agency is continuously monitoring with the help of other stakeholders, will prioritize to take junction calming measures on those junctions which are identified as Black Spot. The team of police officer and officers from the Transport Department and PWD are visiting each fatal accident spot in their jurisdiction and after analyzing each accident the team is instructed to identify the underlying root cause of such accidents after due scientific analysis and to ensure that immediate short term and long term measures are implemented to prevent similar accidents in the future. District Road Safety Committee will be apprised about measures to be taken at these junction points such as improving curves, improvement in road furniture, installation of blinkers or High/Mini Mast, etc.

AWARENESS PROGRAM

Road Safety Awareness will go a long way in creating responsible citizens which can help in reducing road accidents and fatalities. A yearly Road Safety Awareness Program will be given to all District road safety committees and stakeholder departments. The thrust of such programs will be to make citizens aware of the dangers of drink and drive, over speeding, dangerous parking, use of mobile phone, not wearing safety gears like seat belt and helmet, driver fatigue (do not drive if you are tired), driving vehicles without reflector, jumping a red signal, driving in the wrong lane, wrong side driving; which are the leading cause of avoidable crashes. The use of helmets and seat belts and rights of the pedestrian will also be the trust area for such an educational campaign.

PROCUREMENT OF EQUIPMENT

The Motor Vehicle Department plans to set up a state of art modern Inspection and Certification Centres across the state. Rs 136 Crore for setting up of 10 Inspection and Certification Centres has been principally approved by the Committee under the chairmanship of Chief Secretary. The motor vehicle department is also planning to set up Innovative Driving Testing Tracks which will use camera-based sensing to check driving skills. This will help in scientifically testing the candidates for their driving skills. Procurement of Interceptor vehicles, Breath Analyser, Laser/Radar Speed Guns, Body Worn Camera, Recovery Vehicle, Road Safety Exhibition Vehicle, and Tint Enforcement Meter, etc. from Road Safety Fund is also under consideration of the Lead Agency.

The lead agency proposes to have a continuous engagement and intervention with all the stakeholder departments to share and use information and knowledge at regular intervals for an effective and critical understanding of the problem areas and resolve them through shared information.

The role of the Motor Vehicle Department and the Lead agency is to create and support multi-sector road safety partnerships that are engaged with front-line good practice road safety interventions in various countries and communities throughout the world. Increase capacity building and training of road safety practitioners, engage actively in advocacy at all levels, provide road safety programs and coordination at the state level is also a major role that Motor Vehicle Department and the Lead Agency.

BLACK SPOTS

MUMBAI PUNE EXPRESS WAY BLACK SPOT

Sr. No.	Name of District	Name of Jurisdictional Police Station	NH No.	Name of the Location/Place	Number of Accident		
					2016	2017	2018
1	Pune Rural	Lonavala City	Expres s way	Amrutanjan Bridge Near Kandala	2	2	7

NATIONAL HIGHWAY BLACK SPOTS

Sr. No.	Name of District	Name of Jurisdictional Police Station	NH No.	Name of the Location/Place	Number of Accident		
					2016	2017	2018
1	Aurangabad City	Chavni	NH-211	Army HQ	2	1	2
2	Aurangabad City	Chavni	NH-211	Infront of kasaliwal	2	1	2
3	Nagpur City	Yashodhara	NH-7	Uppalwadi Puliya	2	0	5
4	Nashik City	Adgaon	NH-60	K.K. Wagh Collage	1	3	1
5	Pimpri Chinchwad	Chakan	NH-50	Waki Khurd	3	1	2
6	Amravati Rural	Loni	NH-6	Nagzari Fata	1	4	3
7	Bhandara	Jawahar Nagar	NH-53	Shahapur	2	5	4
8	Dhule	Shirpur Taluka	NH-3	Parmar Dhaba	3	1	4
9	Dhule	Shirpur Taluka	NH-3	Near Sanghavi Nursury	2	3	1
10	Dhule	Dhule Taluka	NH-6	Near Kusumbha Village	3	1	2
11	Dhule	Dhule Taluka	NH-6	Lonkhede Phata	3	1	3
12	Dhule	Sankri	NH-6	In Front Hotel Rom	0	3	2
13	Kolhapur	Shahuwadi	NH-204	Dhopeshwar Fata	3	0	2
14	NANDED	Nanded Rural	NH- 361	Muslmanwadi Pati	1	2	2
15	NANDED	Malegaon	NH -361	Near to Malegaon Village	0	2	3
16	Nashik Rural	Malegaon Taluka	NH-3	Wake Fata	0	4	2
17	Nashik Rural	Sinnar	NH-50	Sangamner Naka	0	3	2
18	Nashik Rural	Sinnar	NH-50	Near Rest House	0	3	2
19	Nashik Rural	Pimpalgaon	NH-3	Kokangaon Fata	0	3	2
20	Palghar	Talasari	NH-8	Acchad	2	1	3
21	Raigad	Goregaon	NH-66	Usarghar	1	1	3
22	Raigad	Pen	NH-66	Taankhop	1	2	2
23	Satara	Bhuinj	NH-4	Panchwad Near Moting Hospital	0	1	4
24	Satara	Bhuinj	NH-4	Near Anewadi Valsure Pul	0	2	4
25	Satara	Umbraj	NH-4	Indoli Fata	0	2	4
26	Solapur Rural	Solapur Taluka	NH-65	Pakni Fata	3	2	0
27	Solapur Rural	Mohol	NH-65	Pakni to Nisarg Hotel	4	1	5
28	Solapur Rural	Mohol	NH-65	Hivare Pati	0	1	6
29	Solapur Rural	Mohol	NH-65	Lamboti Pati	3	5	5
30	Solapur Rural	Mohol	NH-65	Kolegaon Pati	5	1	1
31	Solapur Rural	Tembhurni	NH-65	Venegaon	3	6	2
32	Solapur Rural	Tembhurni	NH-65	Shiral Pati	3	2	2

NATIONAL HIGHWAY BLACK SPOTS

Sr. No.	Name of District	Name of Jurisdictional Police Station	NH No.	Name of the Location/Place	Number of Accident		
					2016	2017	2018
1	Amaravati City	Walgaon	SH -14	Ashti Phata Near	1	2	3
2	Amaravati City	Rajapeth	SH - 299	Dastur Nagar	1	1	3
3	Amravati Rural	Assegaon	SH-14	Assegaon	1	3	4
4	Aurangabad Rural	MIDC Paithan	SH-148	Rahul Nagar Fata	1	1	4
5	Aurangabad Rural	Paithan	SH-148	Aakhatwada Fata	0	5	3
6	Nashik Rural	Sinnar	SH-	Belu Fata	0	3	3
7	Nashik Rural	Sinnar	SH-	Agas Khind Fata	0	4	3
8	Nashik Rural	Saykheda	SH-	Chanduri Choufuly	0	2	3
9	Nashik Rural	Vani	SH-	Lakhampur Fata	0	3	3
10	Nashik Rural	Vani	SH-	Near Ozar Khed Dam	0	3	2
11	Nashik Rural	Yeola City	SH-	Paregaon Choufuly	0	3	3
12	Nashik Rural	Kalwan	SH-	Near Gobapur Village	0	2	3
13	Wardha	Hingangat	SH-143	Vani Road	1	2	3
14	Washim	Shirpur	SH-207	Kuksa Phata Petrol Pump Area	0	4	4
15	Yavatmal	kalamb	SH-	Near Chaprda Village	0	0	1

MAIN DISTRICT ROAD BLACK SPOT

1	NANDED	Bhagya Nagar	MDR	More Chowk Pawade Naka	2	3	3

OTHER ROAD BLACK SPOT

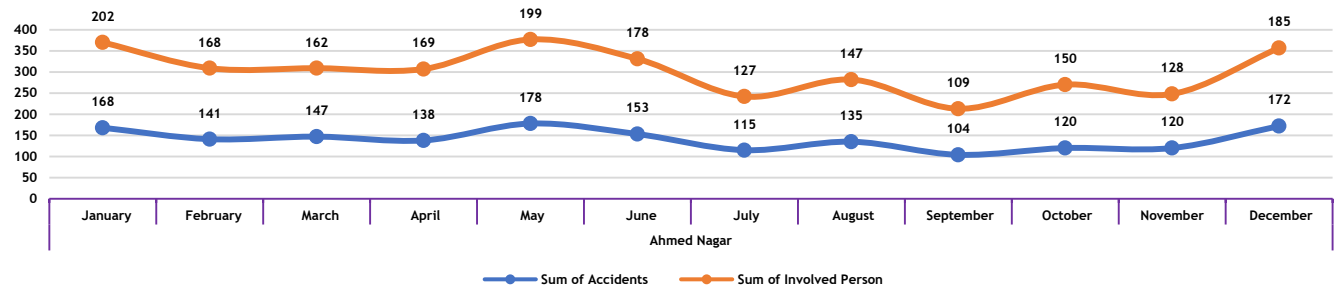
Sr. No.	Name of District	Name of Jurisdictional Police Station	NH No.	Name of the Location/Place	Number of Accident		
					2016	2017	2018
1	Nashik Rural	Harsul	Other Road	Near Behad Pada	0	3	3
2	Nashik Rural	Pimpalgaon	Other Road	Near Lonwadi Bridge	1	2	2
3	Nashik Rural	Niphad	Other Road	Near Bokaddara Village	1	2	2
4	Nashik Rural	Wavi	Other Road	Near dhulwad Fata	1	2	3
5	Nashik Rural	Manmad	Other Road	Near Lasalgaon Fata	1	2	2
6	Sangli	Mahatma Gandhi	Other Road	Siddhivinayak Hospital to Arwatagi Petrol Pump	2	1	2

DISTRICT WISE ROAD ACCIDENTS - 2019

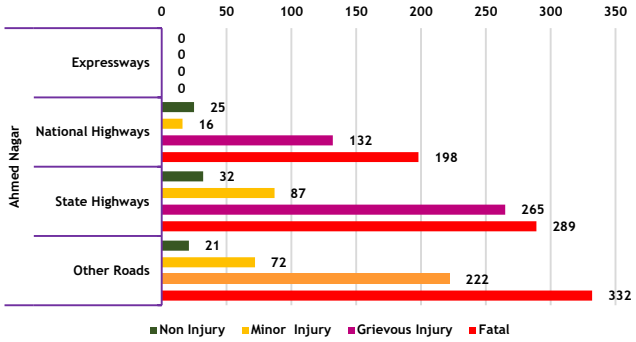
AHMEDNAGAR - 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

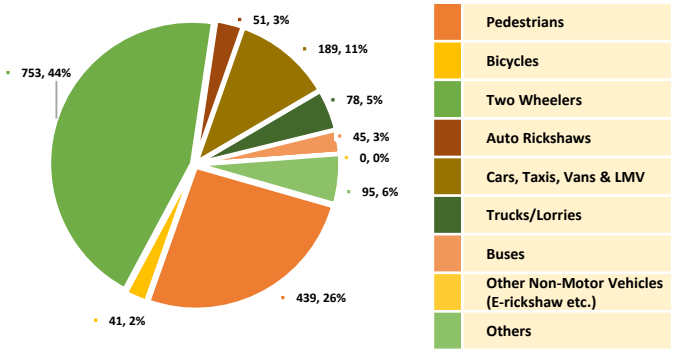
MONTH-WISE ACCIDENTS GRAPH



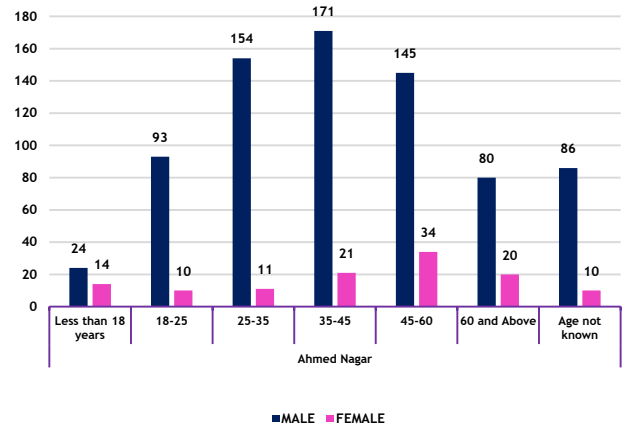
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

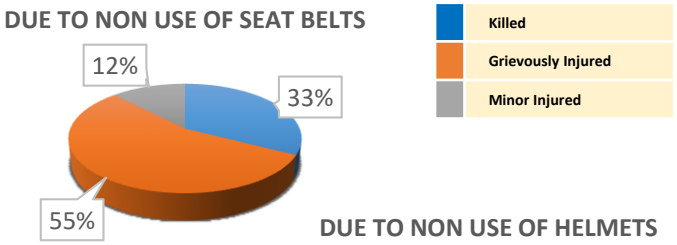


AGE AND GENDER (KILLED)

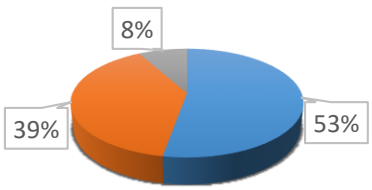


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

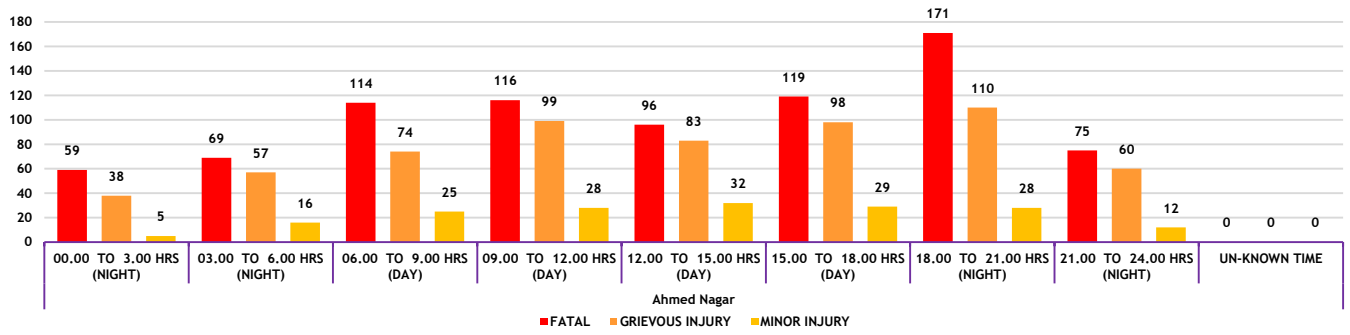
DUE TO NON USE OF SEAT BELTS



DUE TO NON USE OF HELMETS



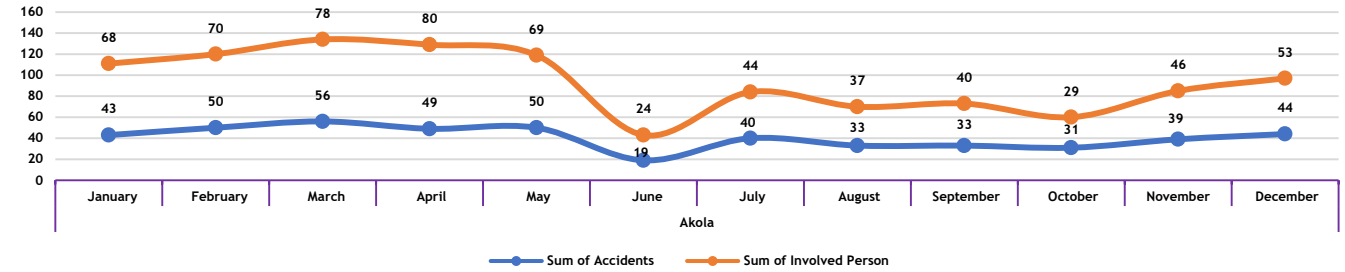
ACCIDENTS ACCORDING TO TIME



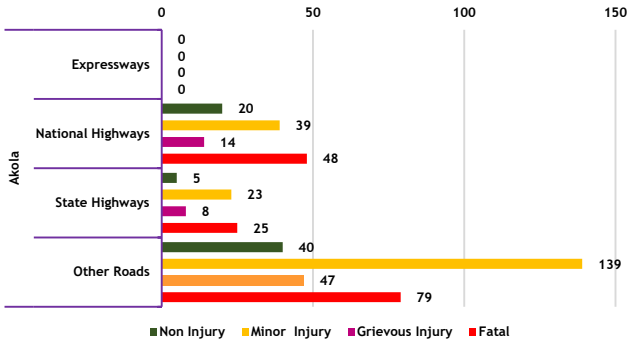
AKOLA- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **others roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

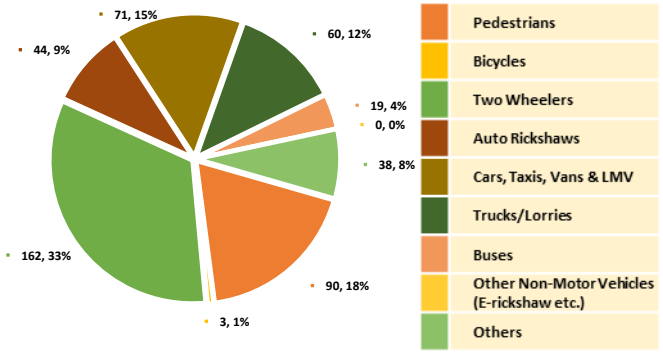
MONTH-WISE ACCIDENTS GRAPH



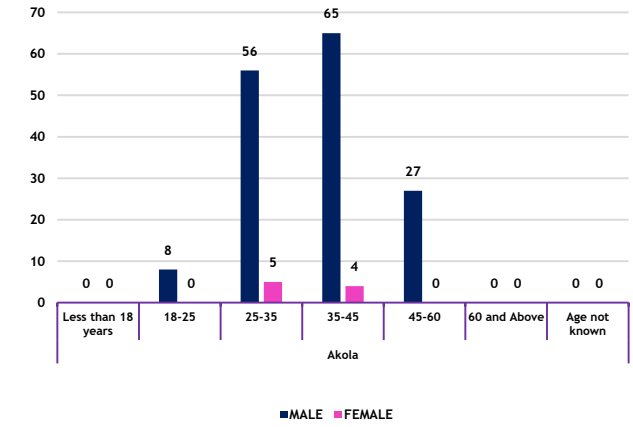
ACCIDENTS ACCORDING TO ROAD



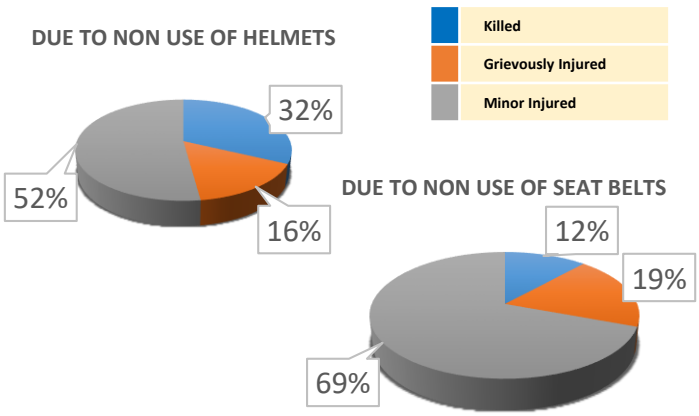
ACCIDENTS ACCORDING TO TRANSPORT



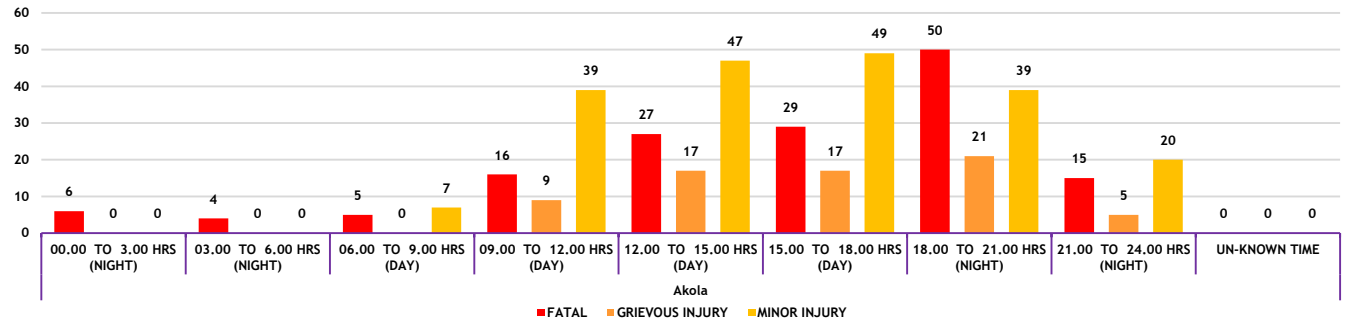
AGE AND GENDER (KILLED)



ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



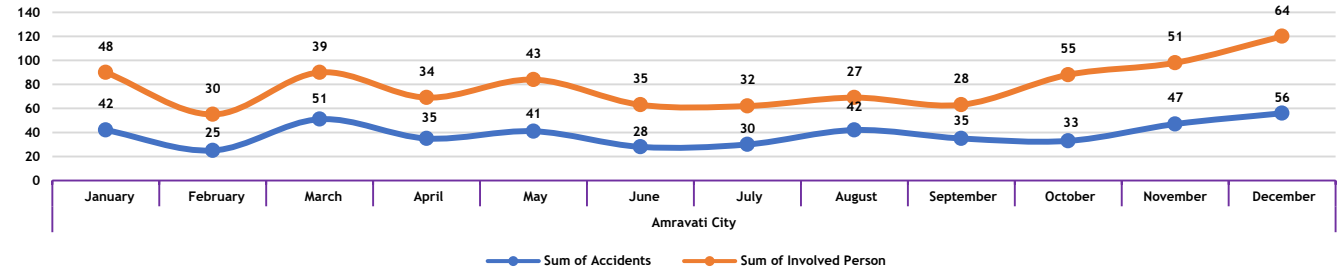
ACCIDENTS ACCORDING TO TIME



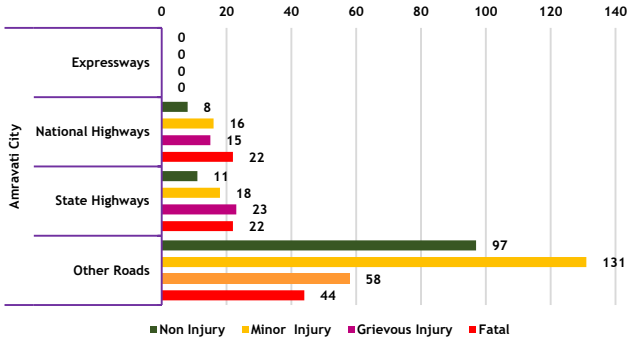
AMRAVATI CITY- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **others roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **25-35 years** olds.

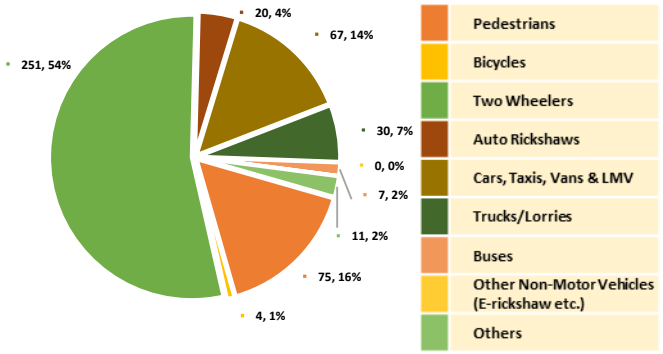
MONTH-WISE ACCIDENTS GRAPH



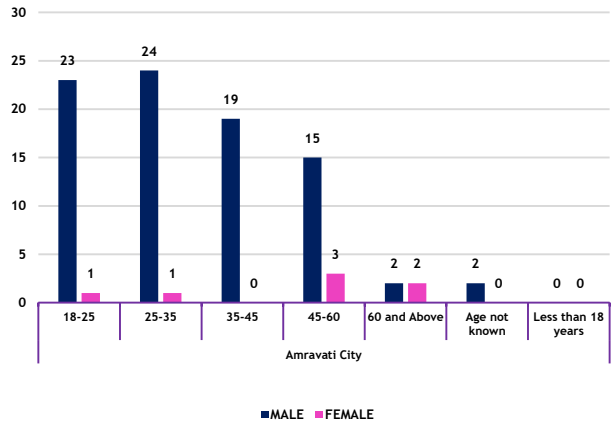
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

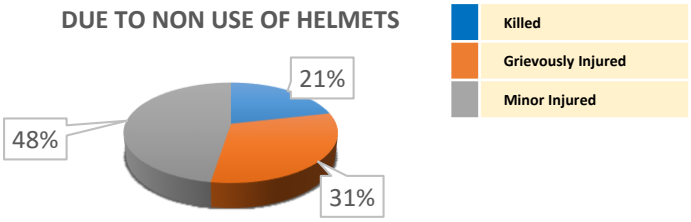


AGE AND GENDER (KILLED)

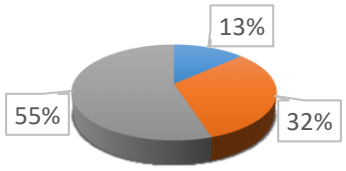


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

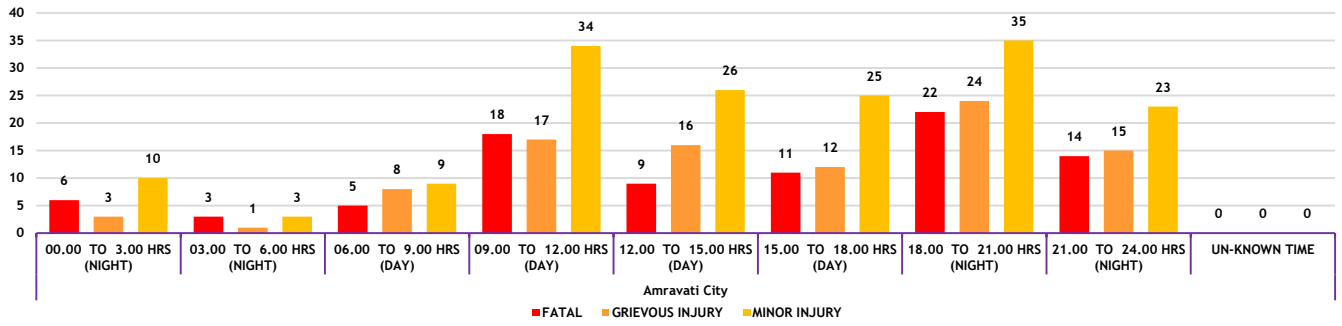
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



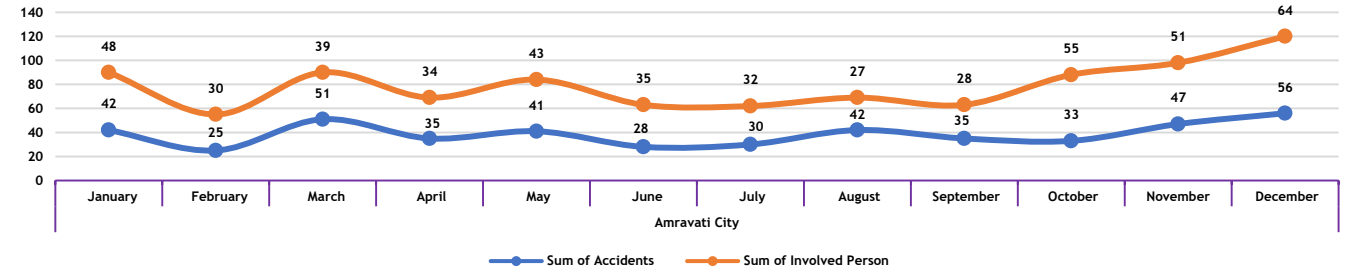
ACCIDENTS ACCORDING TO TIME



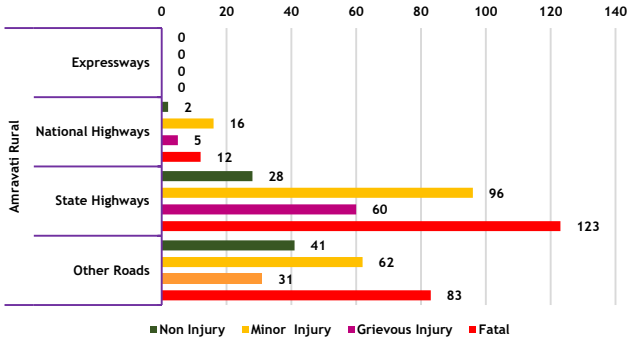
AMRAVATI RURAL- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

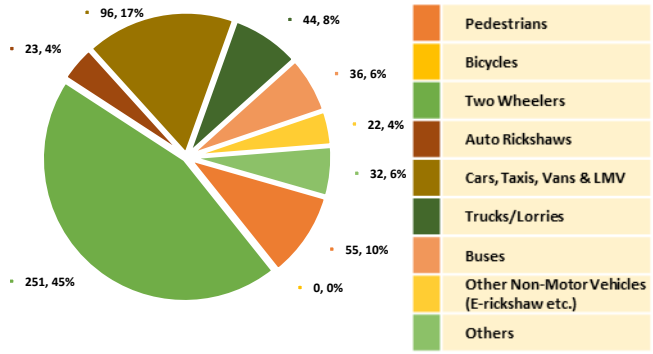
MONTH-WISE ACCIDENTS GRAPH



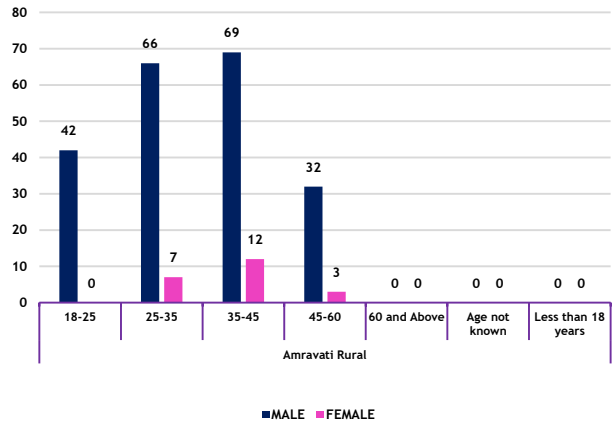
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

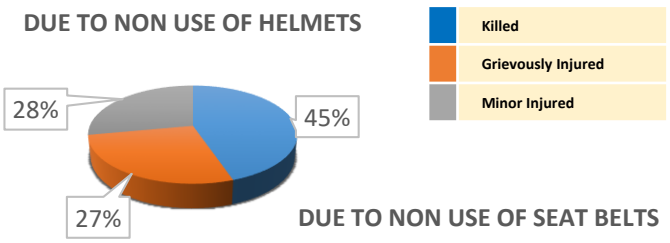


AGE AND GENDER (KILLED)

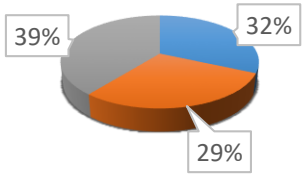


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

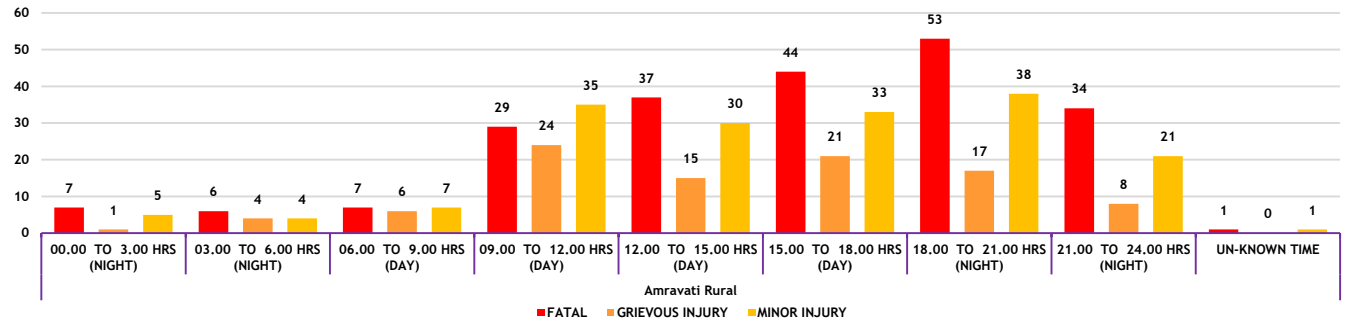
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



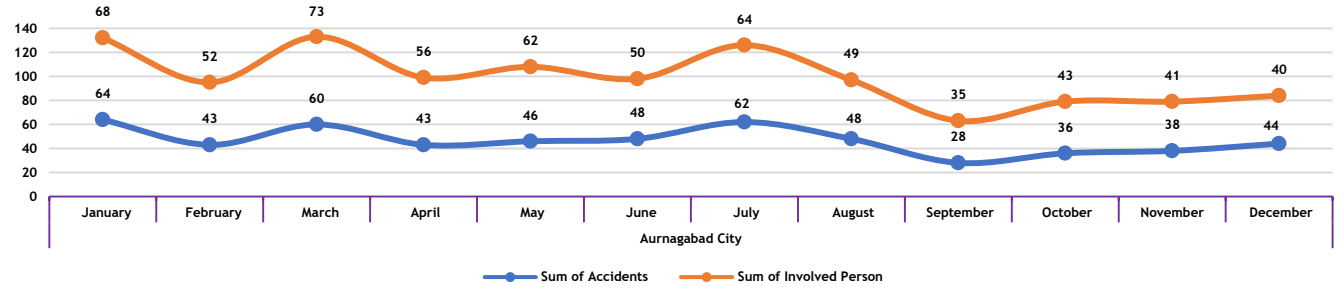
ACCIDENTS ACCORDING TO TIME



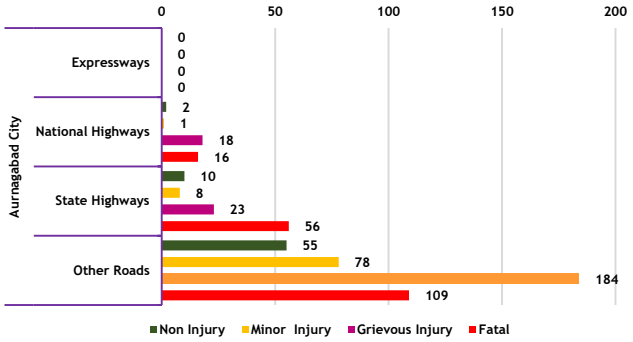
AURANGABAD CITY- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **others roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **25-35 years** olds.

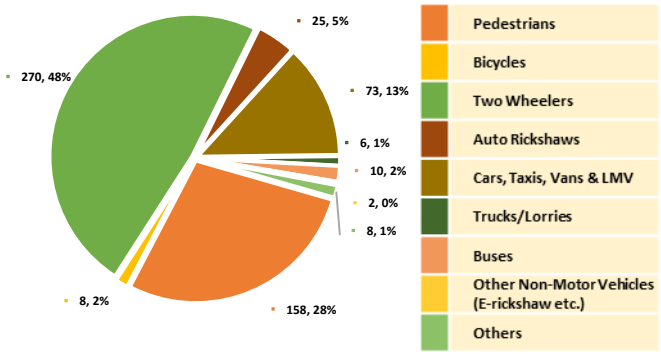
MONTH-WISE ACCIDENTS GRAPH



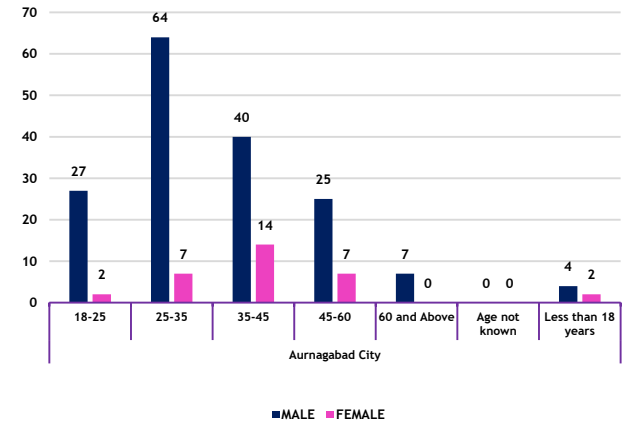
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

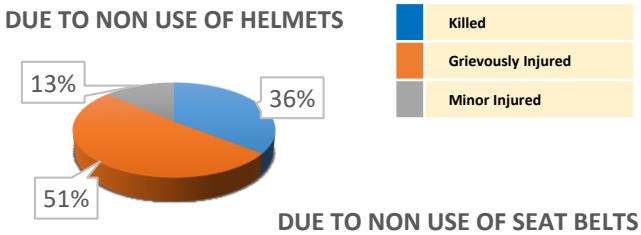


AGE AND GENDER (KILLED)

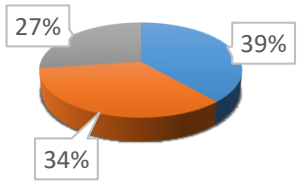


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

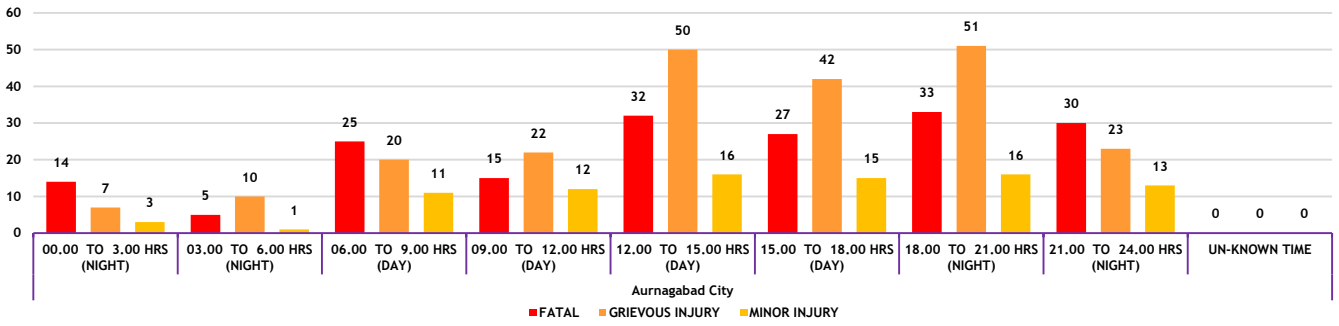
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



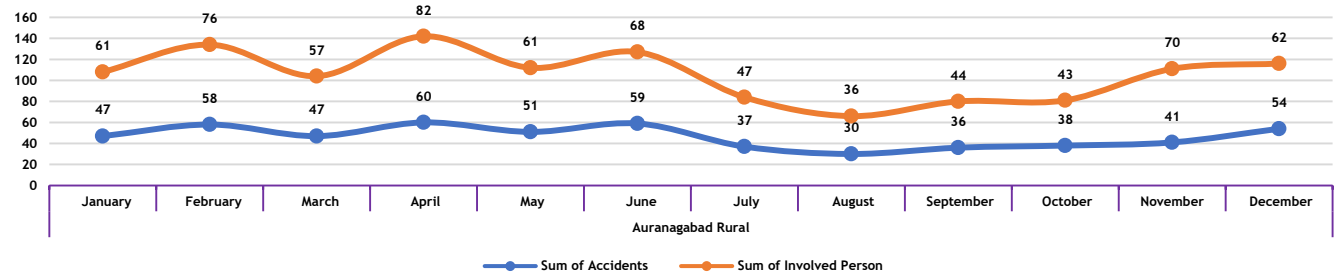
ACCIDENTS ACCORDING TO TIME



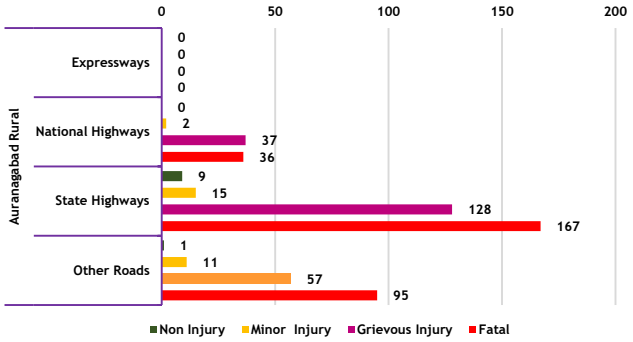
AURANGABAD RURAL- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **25-35 years** olds.

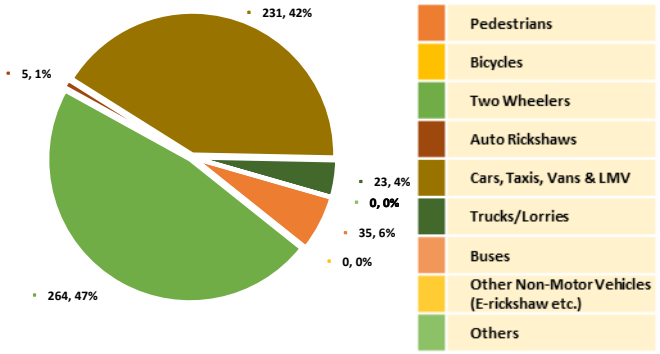
MONTH-WISE ACCIDENTS GRAPH



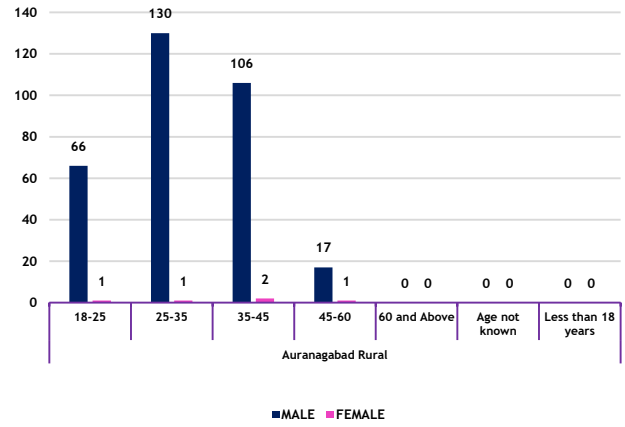
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

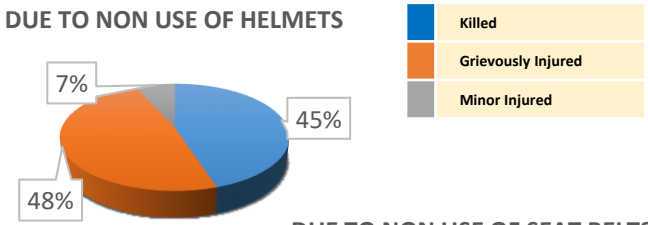


AGE AND GENDER (KILLED)

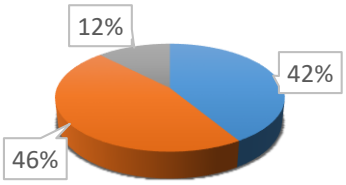


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

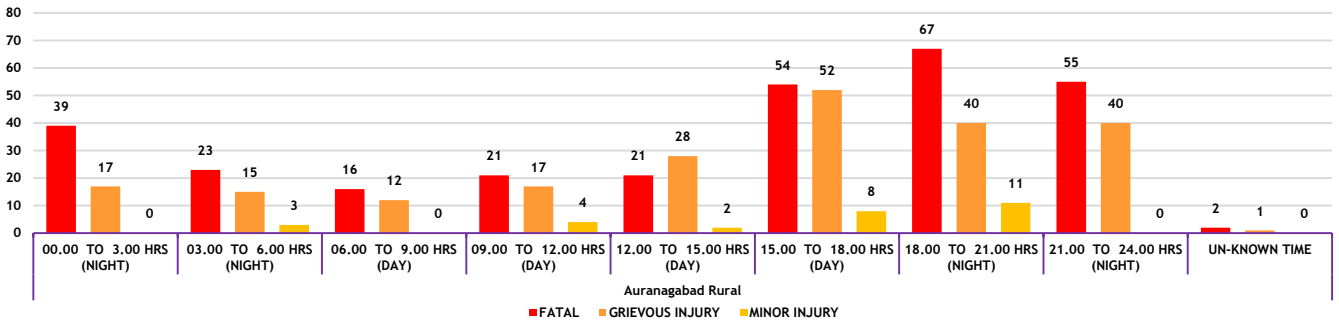
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



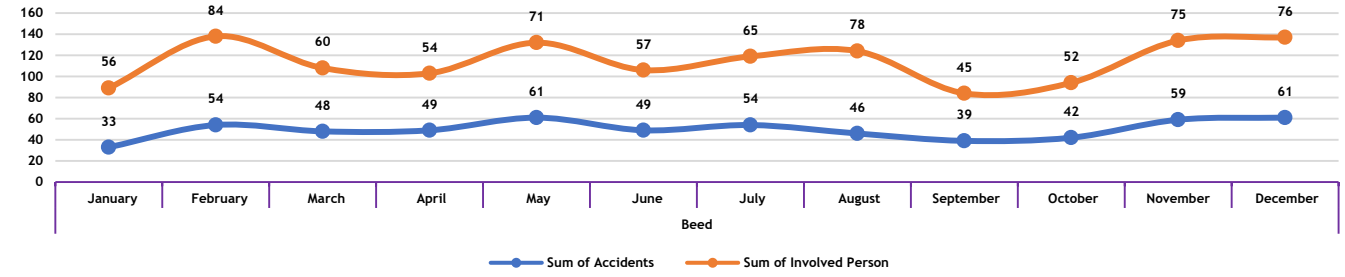
ACCIDENTS ACCORDING TO TIME



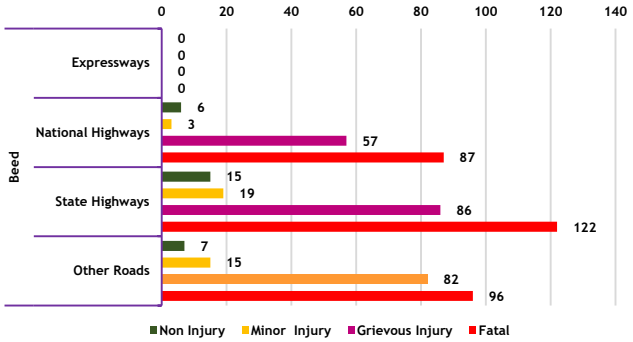
BEED- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **25-35 years** olds.

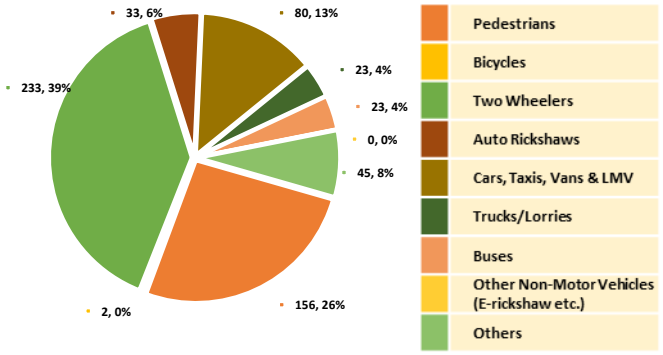
MONTH-WISE ACCIDENTS GRAPH



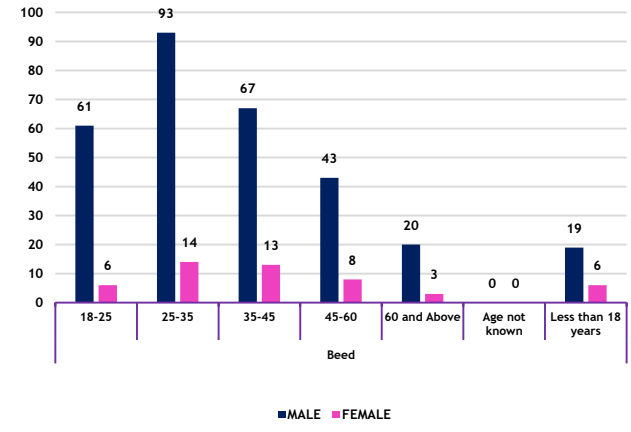
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

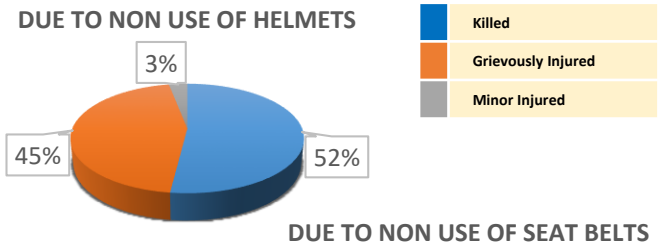


AGE AND GENDER (KILLED)

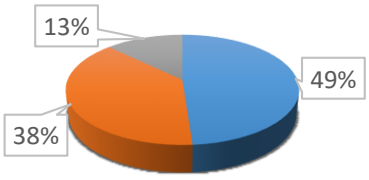


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

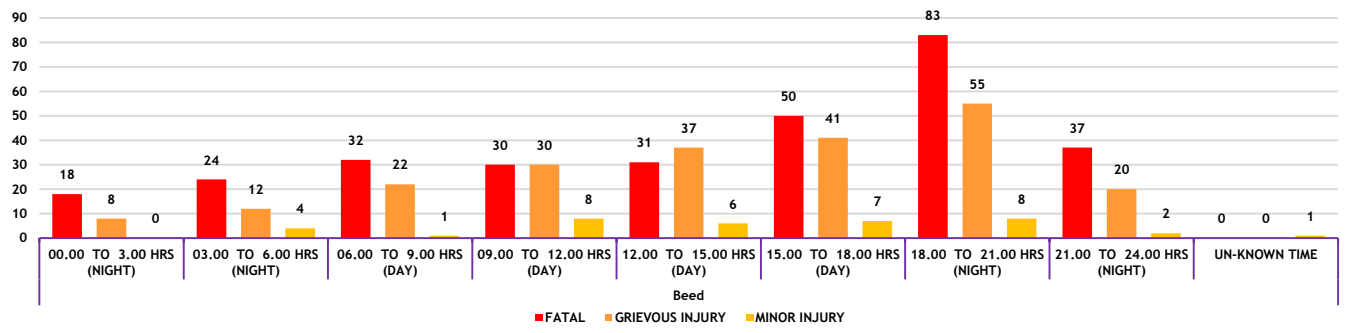
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



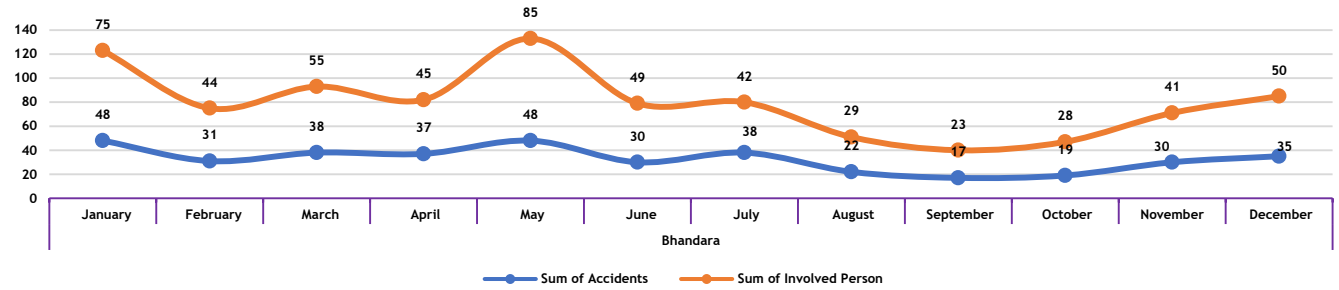
ACCIDENTS ACCORDING TO TIME



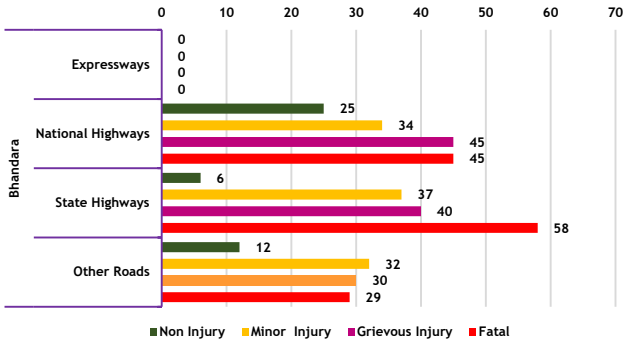
BHANDARA- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

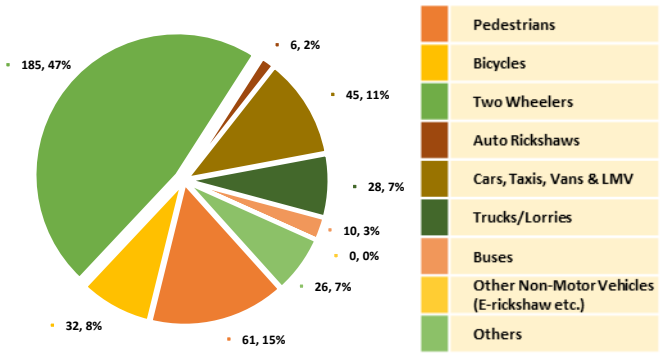
MONTH-WISE ACCIDENTS GRAPH



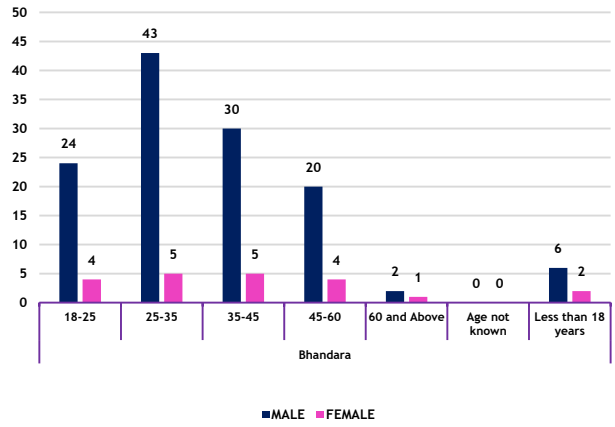
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

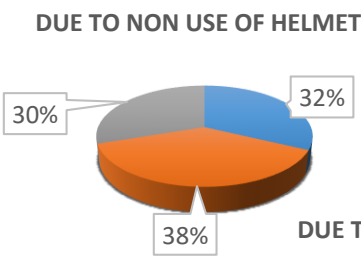


AGE AND GENDER (KILLED)

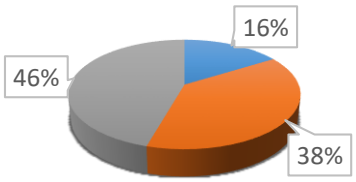


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

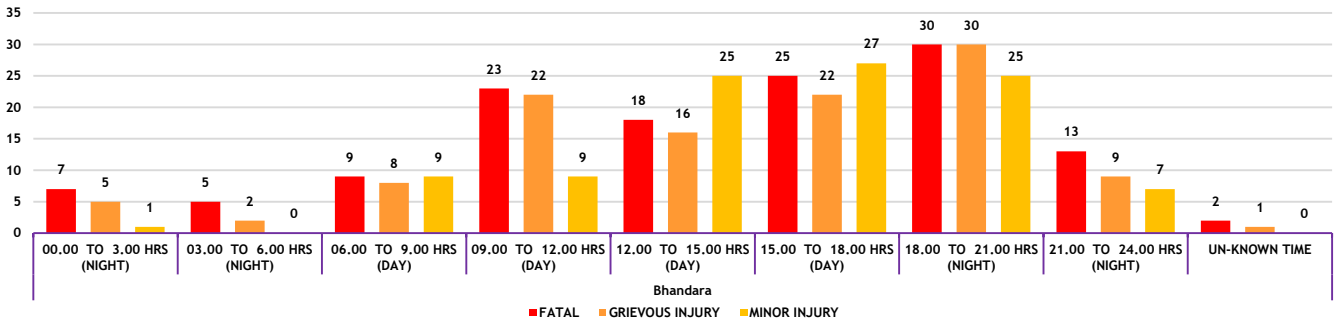
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



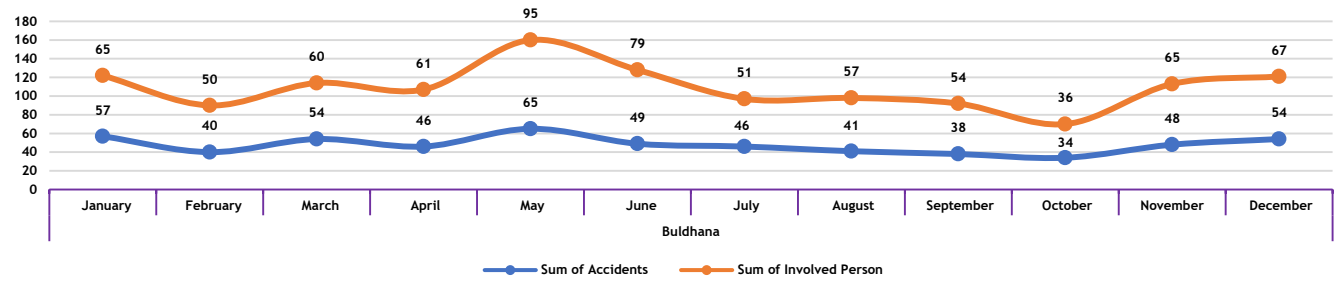
ACCIDENTS ACCORDING TO TIME



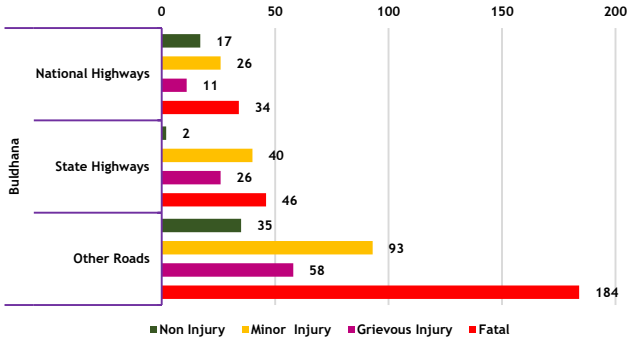
BULDHANA- 2019

- Most Fatalities have occurred between **12:00 hrs. to 15:00 hrs.**
- Higher Fatalities are occurred on **others roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

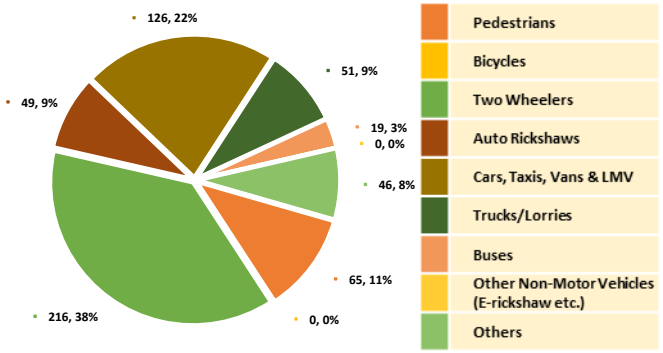
MONTH-WISE ACCIDENTS GRAPH



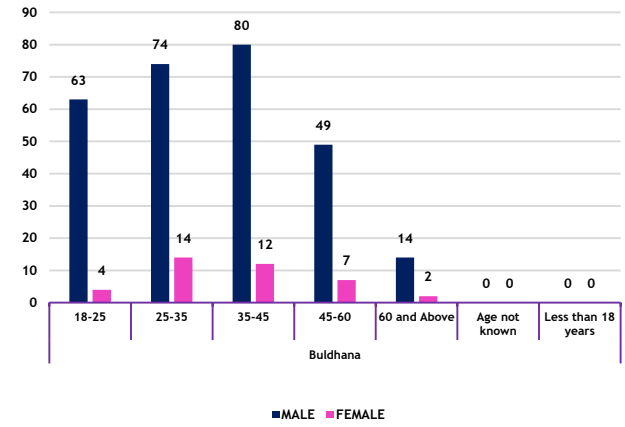
ACCIDENTS ACCORDING TO ROAD



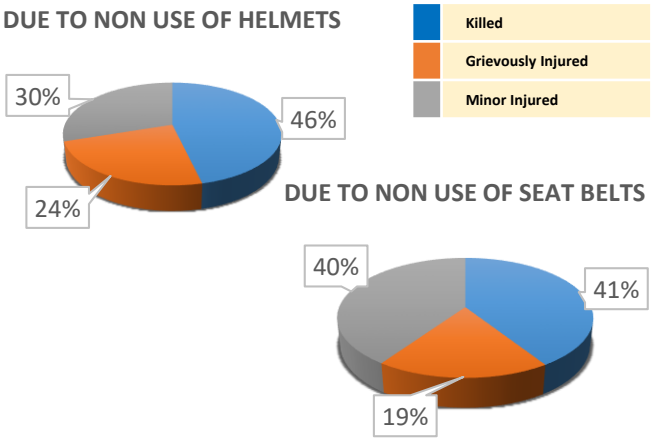
ACCIDENTS ACCORDING TO TRANSPORT



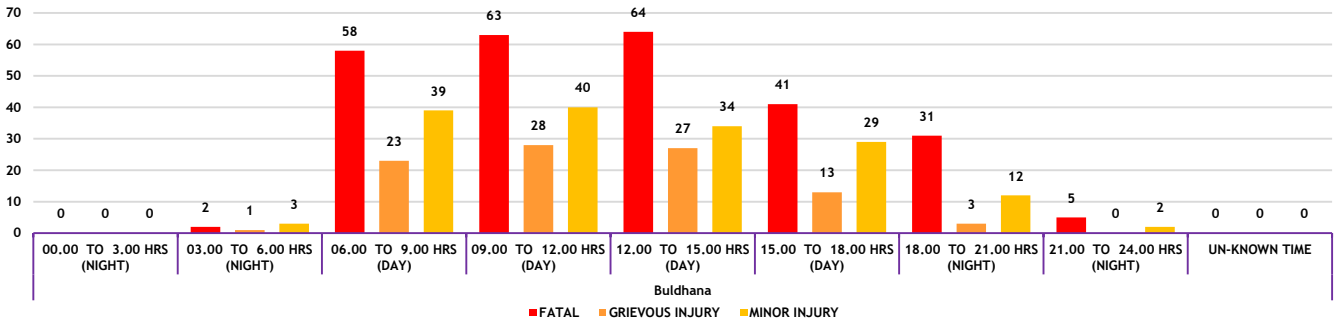
AGE AND GENDER (KILLED)



ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



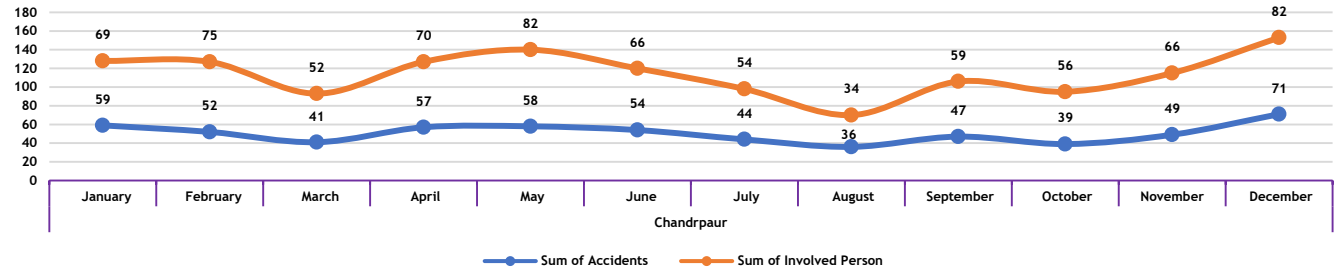
ACCIDENTS ACCORDING TO TIME



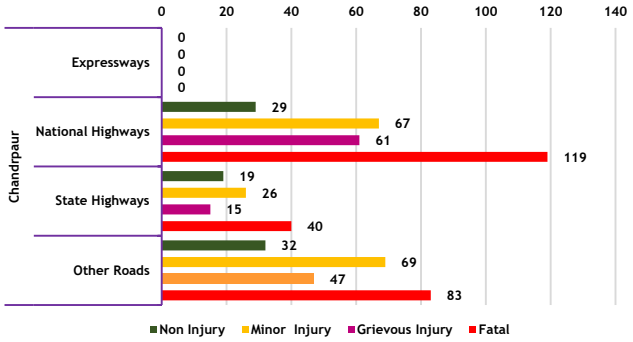
CHANDRAPUR- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **National Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **25-35 years** olds.

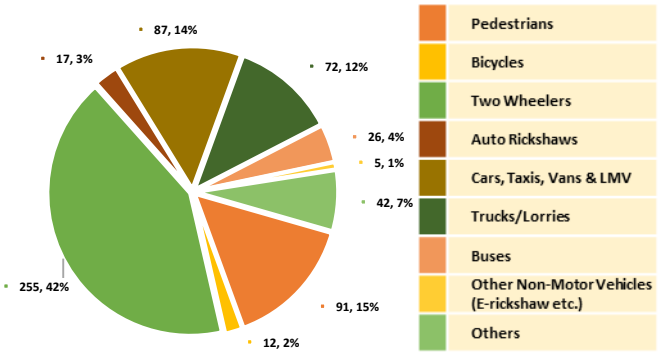
MONTH-WISE ACCIDENTS GRAPH



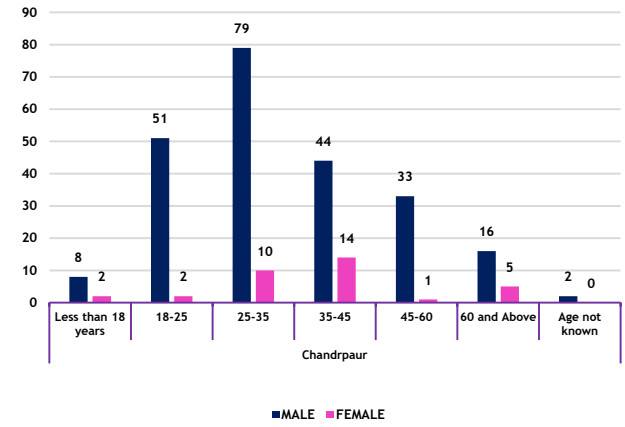
ACCIDENTS ACCORDING TO ROAD



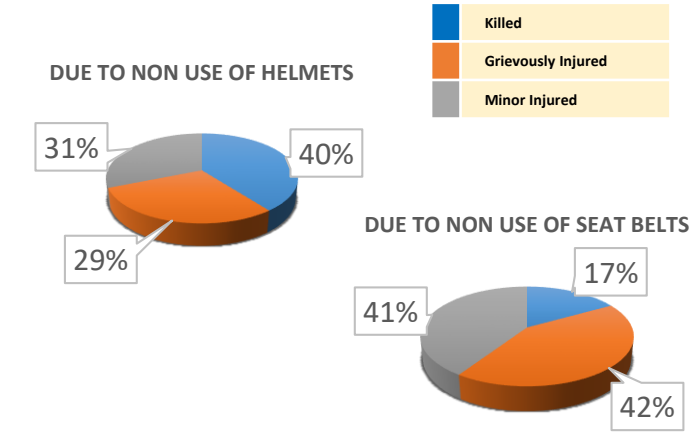
ACCIDENTS ACCORDING TO TRANSPORT



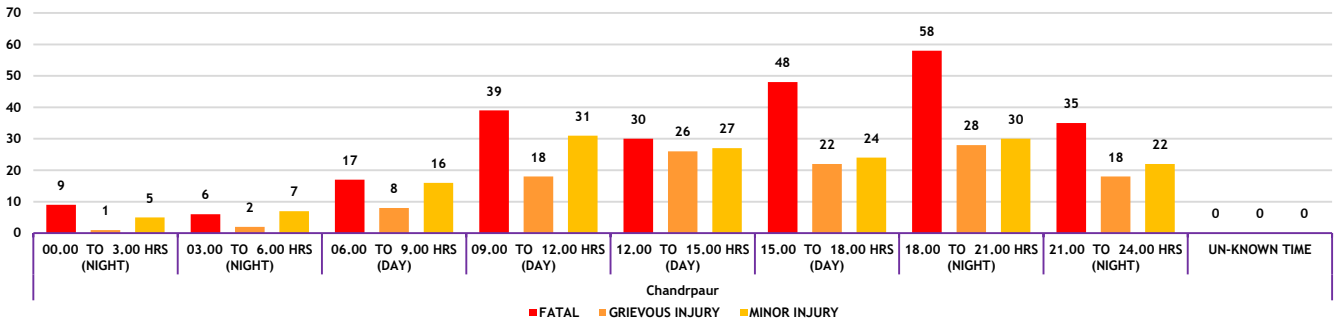
AGE AND GENDER (KILLED)



ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



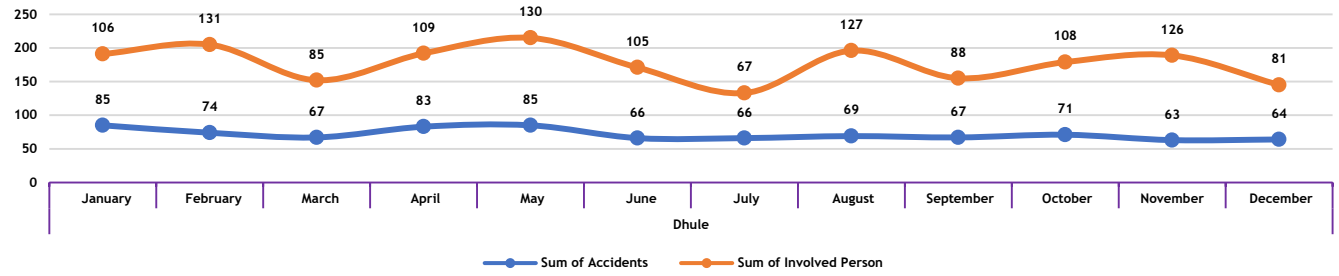
ACCIDENTS ACCORDING TO TIME



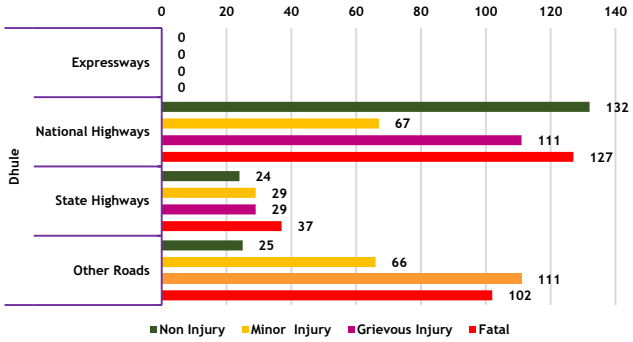
DHULE- 2019

- Most Fatalities have occurred between **09:00 hrs. to 12:00 hrs.**
- Higher Fatalities are occurred on **National Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

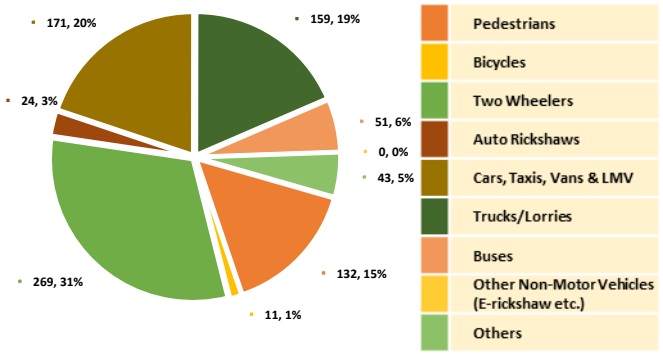
MONTH-WISE ACCIDENTS GRAPH



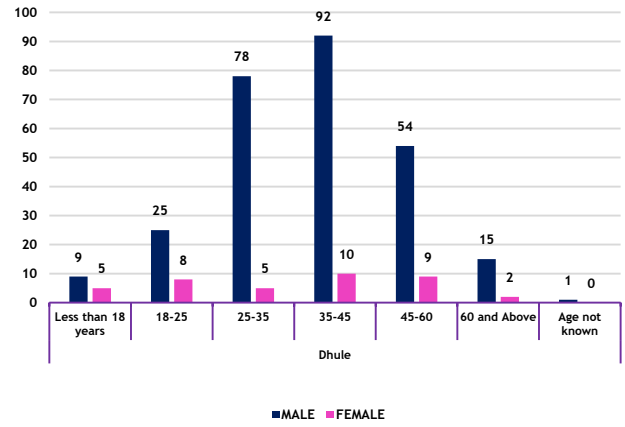
ACCIDENTS ACCORDING TO ROAD



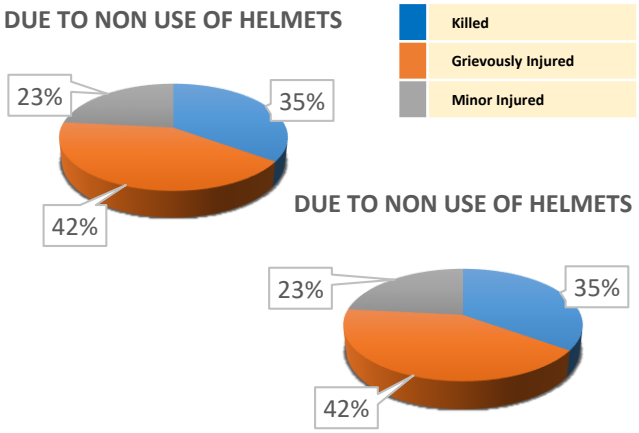
ACCIDENTS ACCORDING TO TRANSPORT



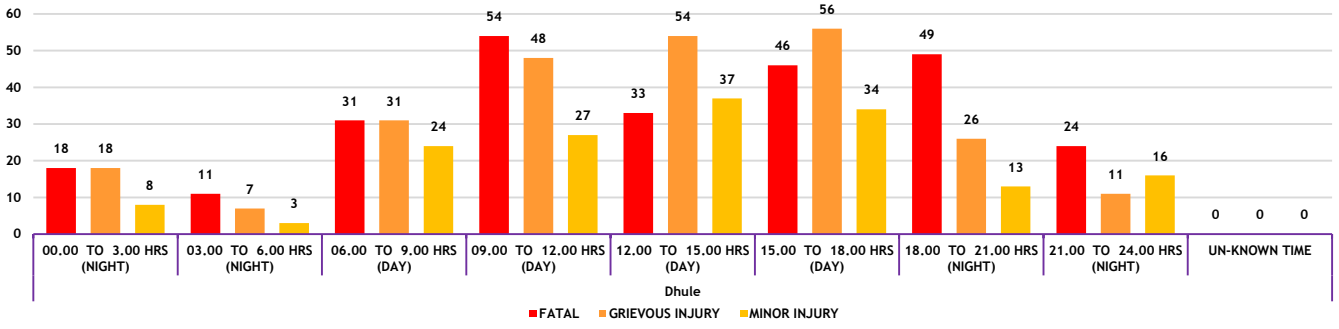
AGE AND GENDER (KILLED)



ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



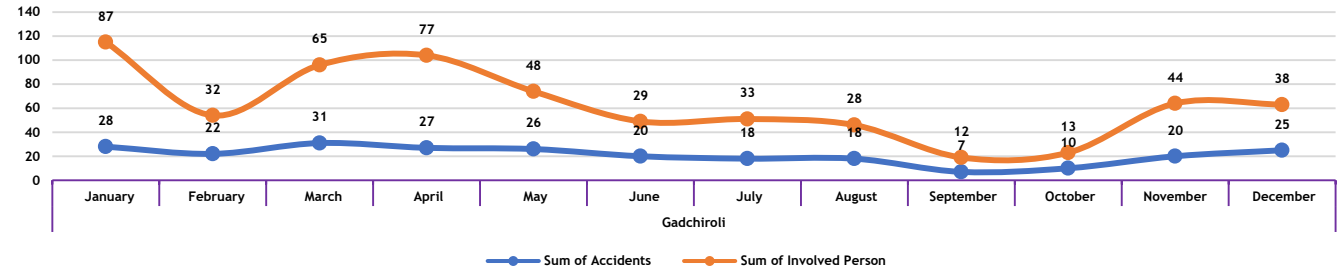
ACCIDENTS ACCORDING TO TIME



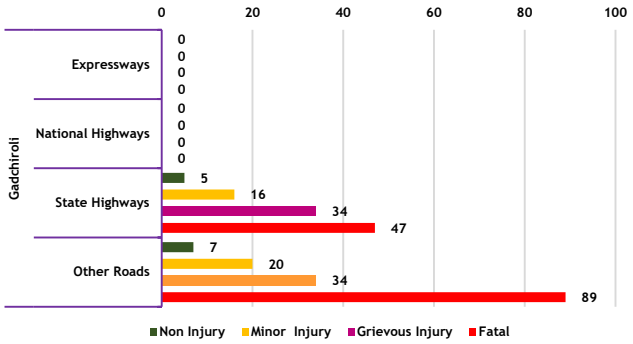
GADCHIROLI- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

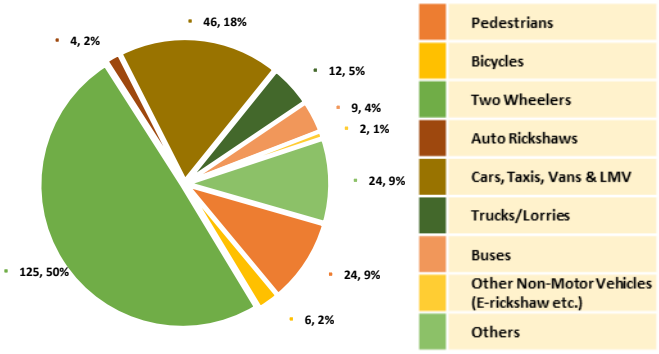
MONTH-WISE ACCIDENTS GRAPH



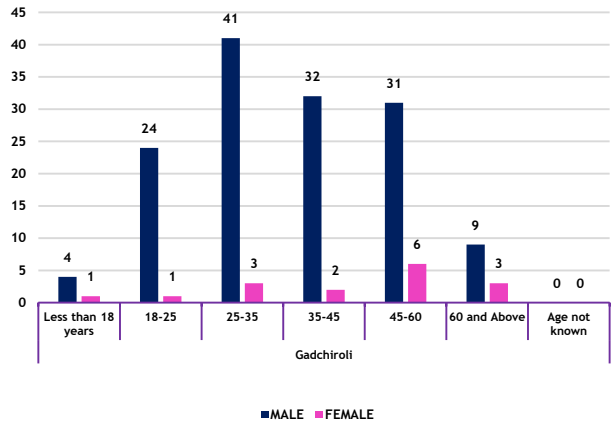
ACCIDENTS ACCORDING TO ROAD



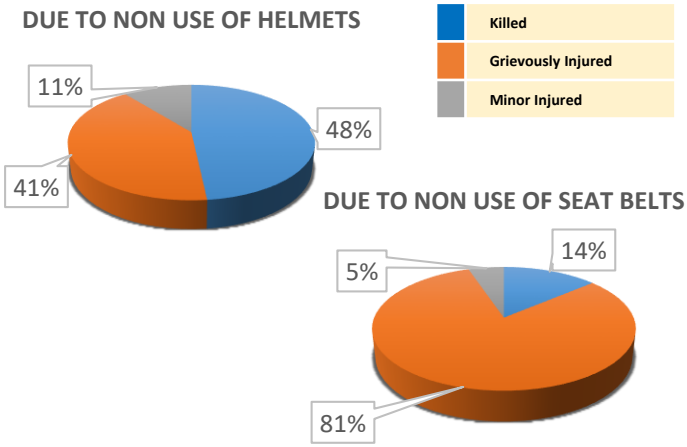
ACCIDENTS ACCORDING TO TRANSPORT



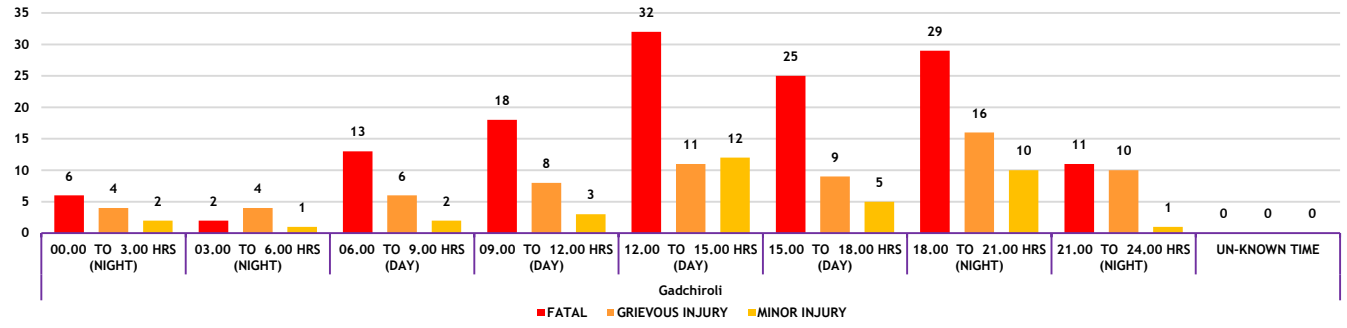
AGE AND GENDER (KILLED)



ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



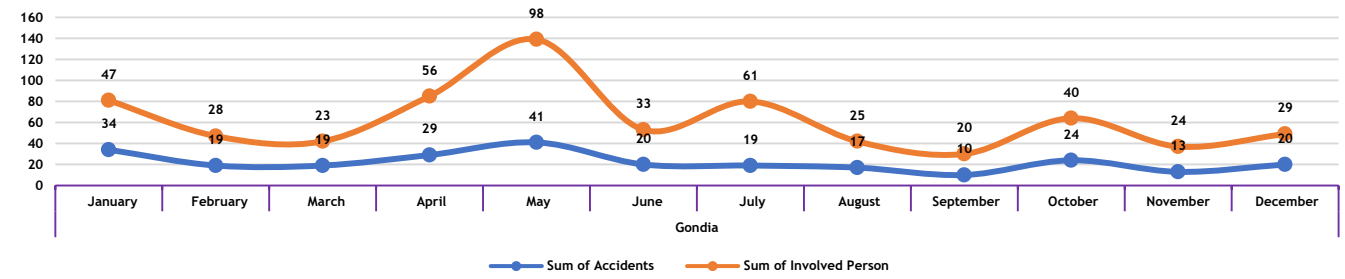
ACCIDENTS ACCORDING TO TIME



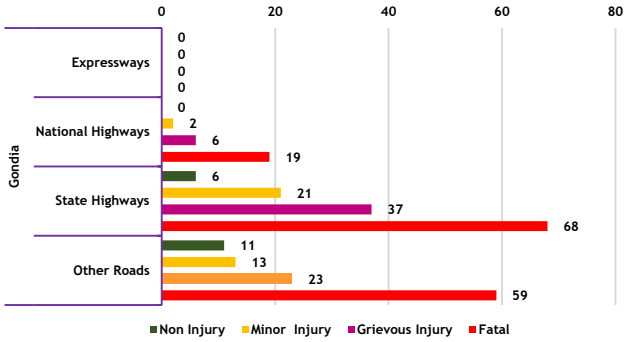
GONDIA- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

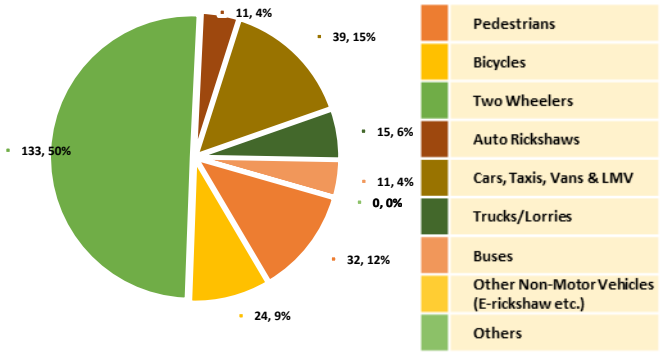
MONTH-WISE ACCIDENTS GRAPH



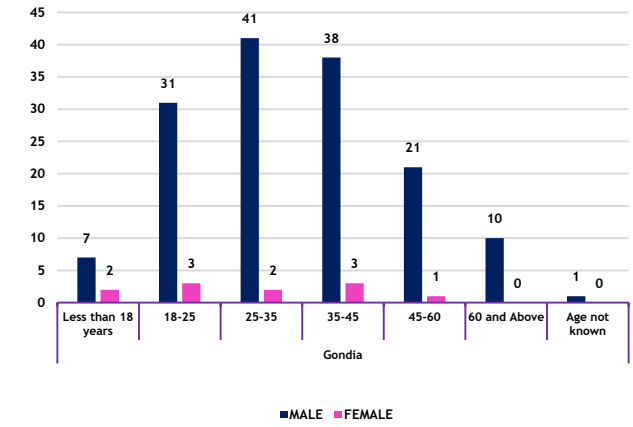
ACCIDENTS ACCORDING TO ROAD



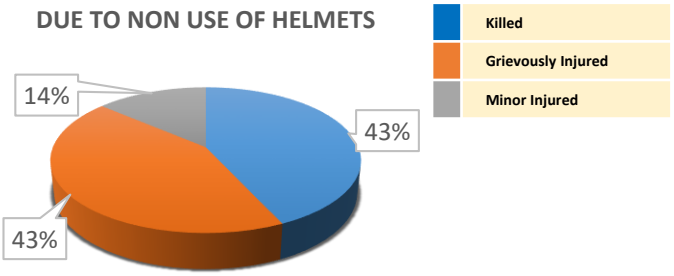
ACCIDENTS ACCORDING TO TRANSPORT



AGE AND GENDER (KILLED)

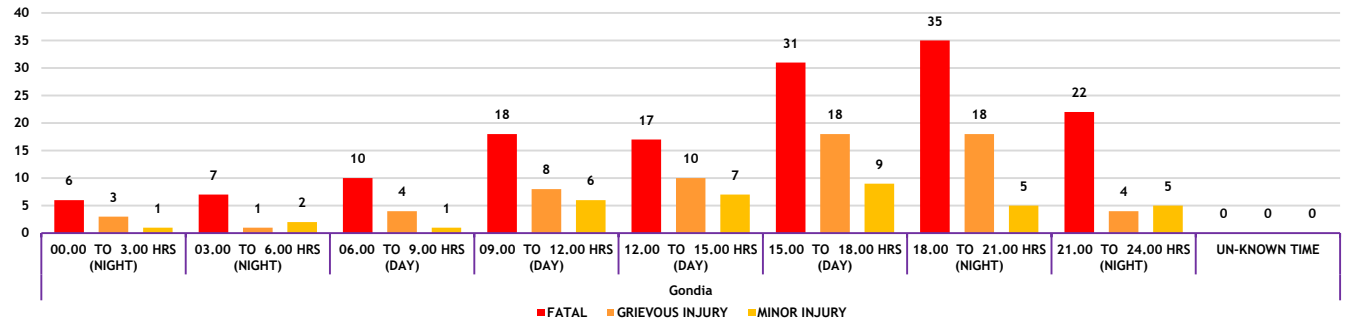


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



- It seems all accidents were occurred with two wheeler users in Gondia in 2019.
- With the help of data analysis it is observed that all accidents took place due to non use of helmets.
- No accidents were recorded with four wheeler users.

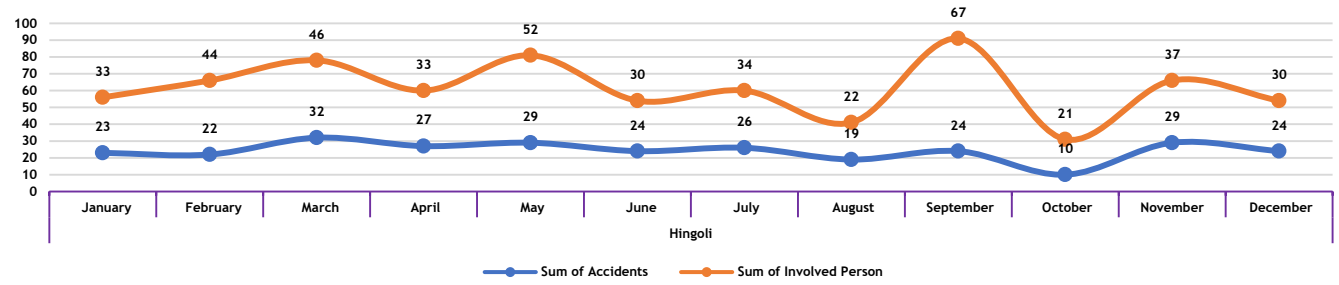
ACCIDENTS ACCORDING TO TIME



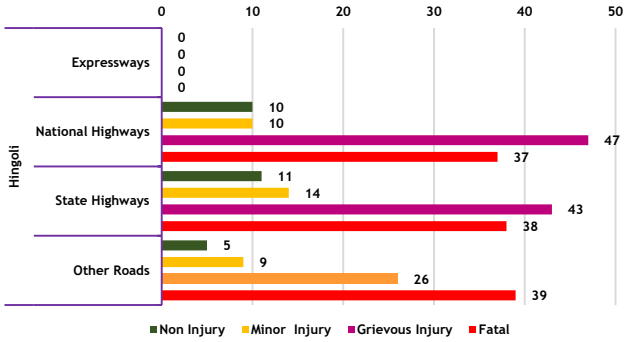
HINGOLI- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

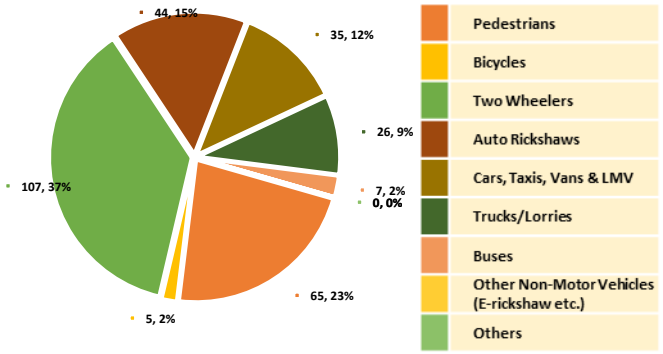
MONTH-WISE ACCIDENTS GRAPH



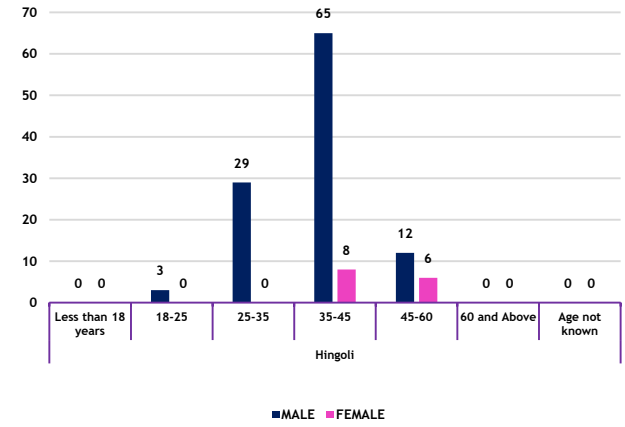
ACCIDENTS ACCORDING TO ROAD



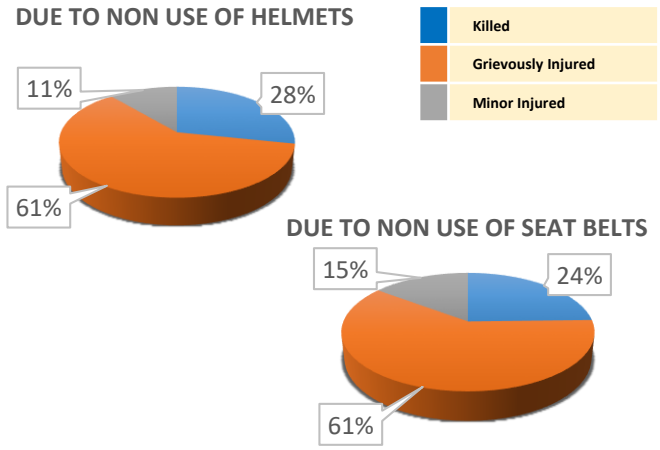
ACCIDENTS ACCORDING TO TRANSPORT



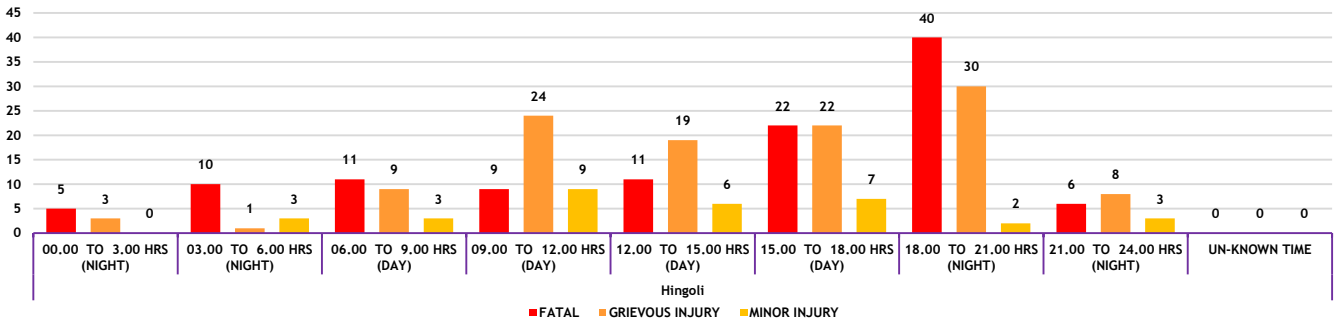
AGE AND GENDER (KILLED)



ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



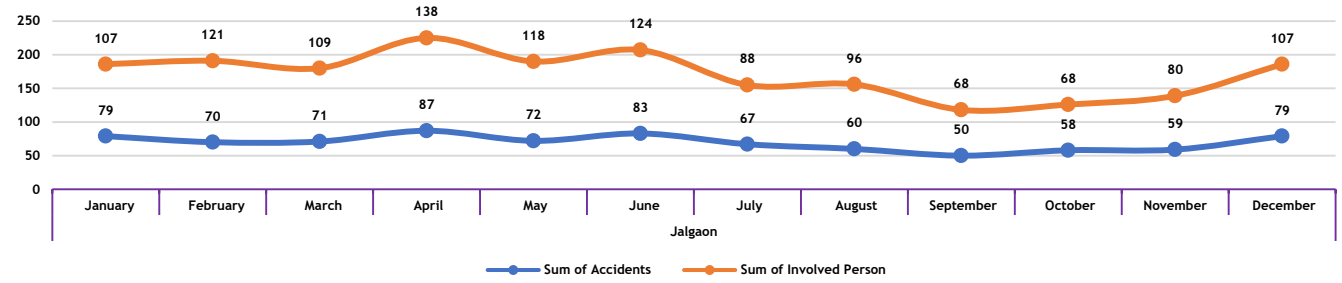
ACCIDENTS ACCORDING TO TIME



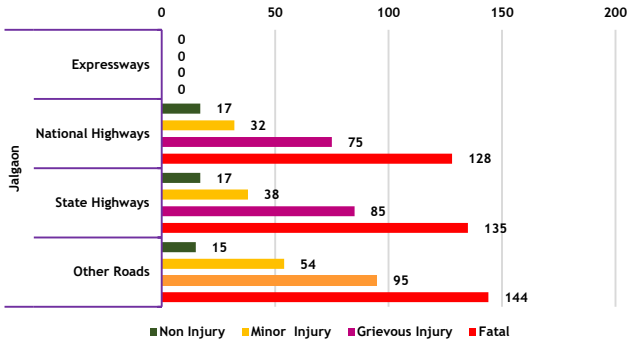
JALGAON- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

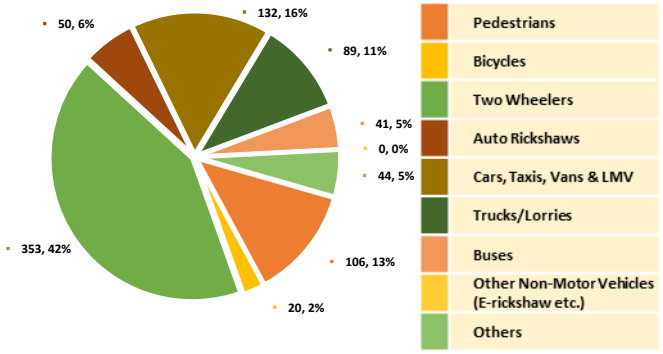
MONTH-WISE ACCIDENTS GRAPH



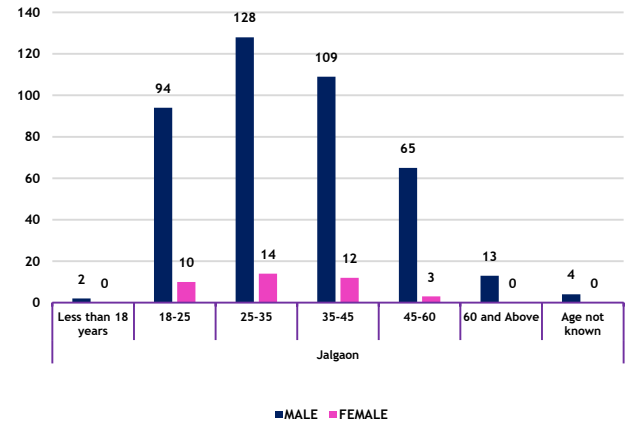
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

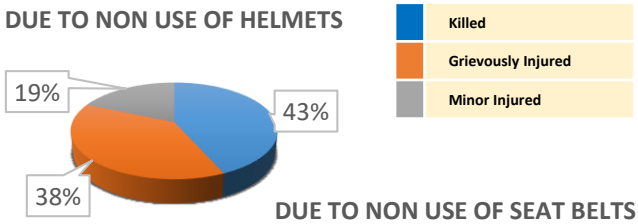


AGE AND GENDER (KILLED)

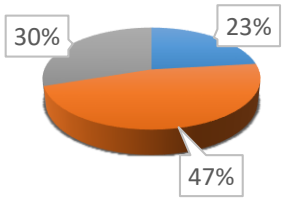


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

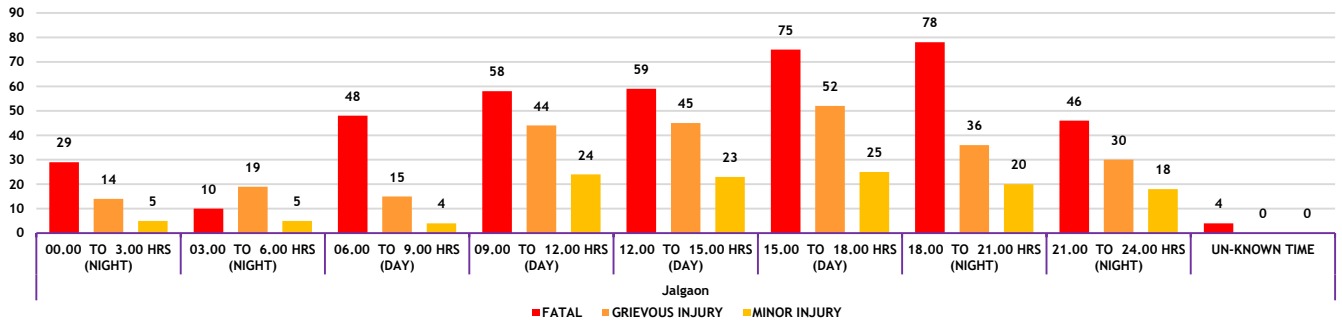
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



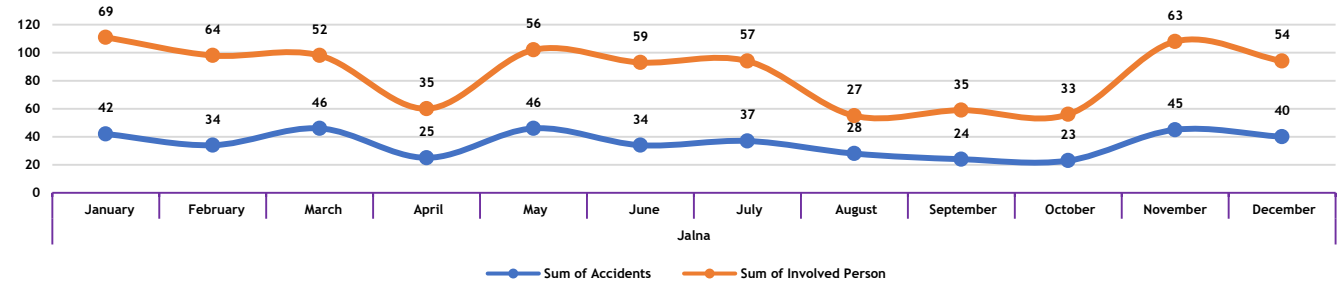
ACCIDENTS ACCORDING TO TIME



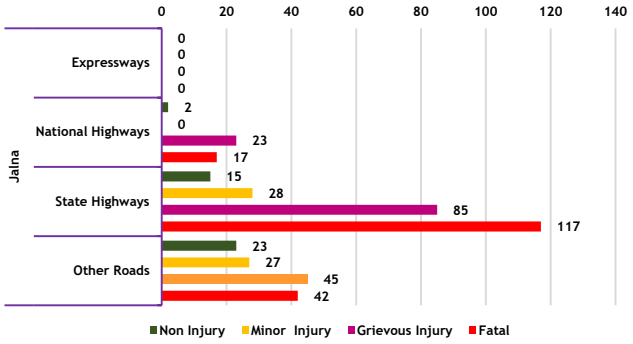
JALNA - 2019

- Most Fatalities have occurred between **03:00 hrs. to 06:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

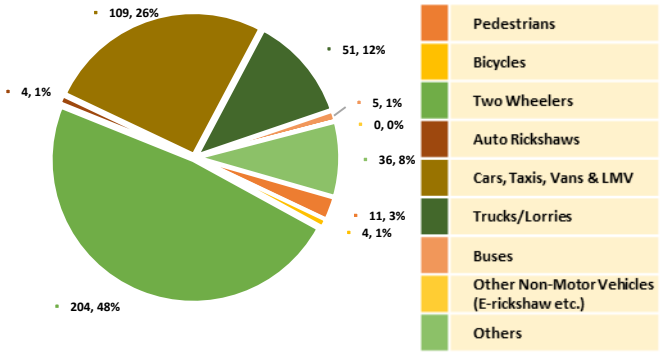
MONTH-WISE ACCIDENTS GRAPH



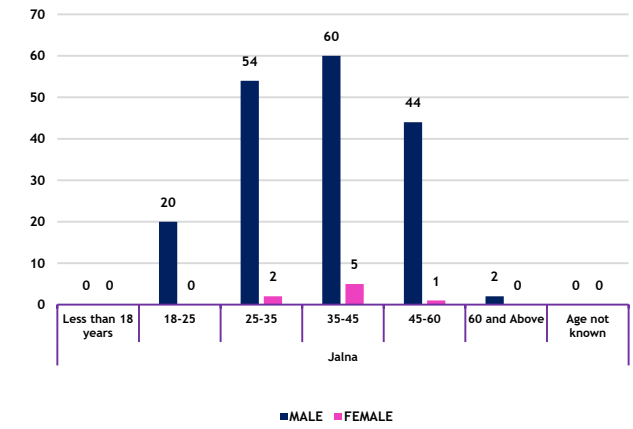
ACCIDENTS ACCORDING TO ROAD



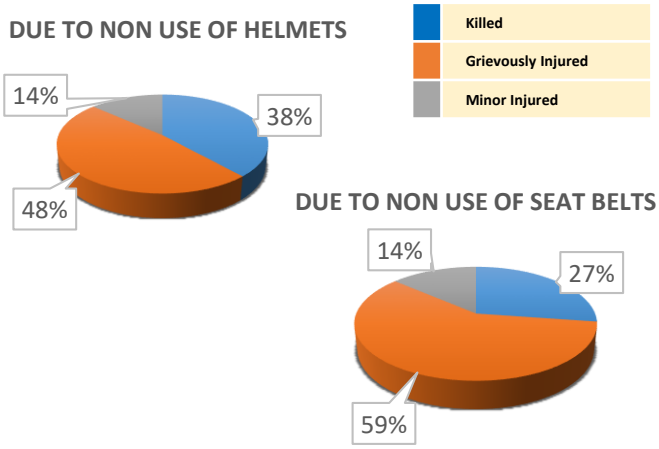
ACCIDENTS ACCORDING TO TRANSPORT



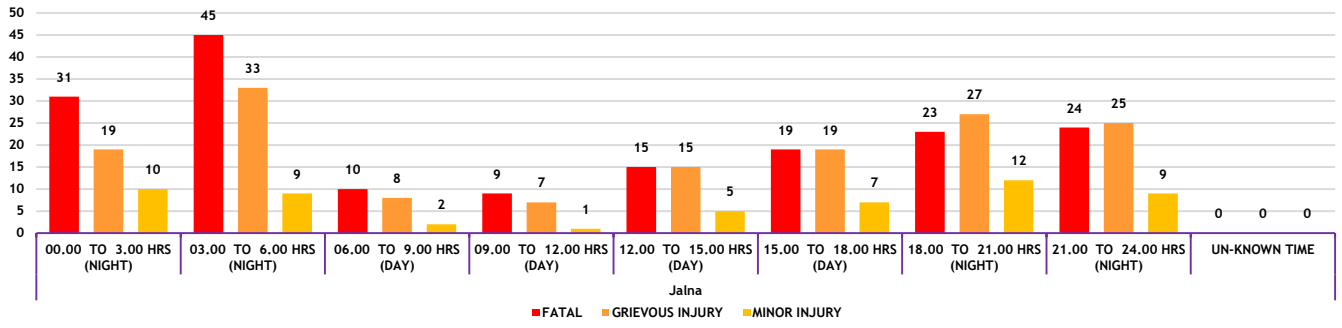
AGE AND GENDER (KILLED)



ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



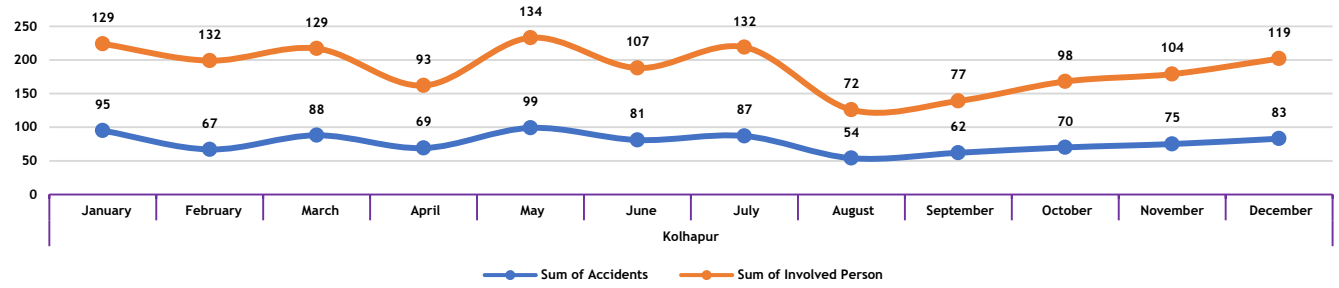
ACCIDENTS ACCORDING TO TIME



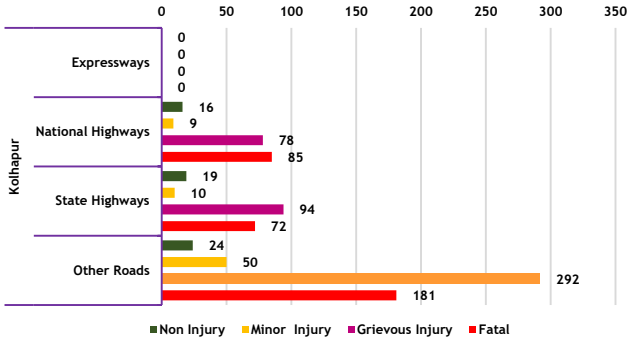
KOLHAPUR- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **other roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

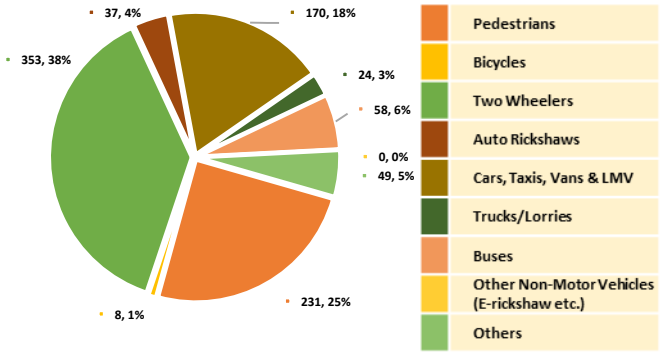
MONTH-WISE ACCIDENTS GRAPH



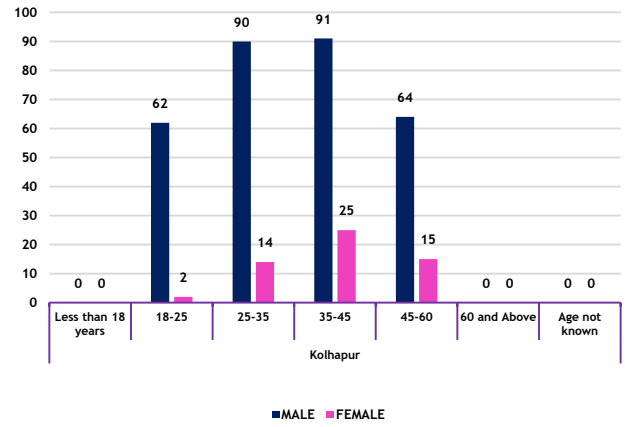
ACCIDENTS ACCORDING TO ROAD



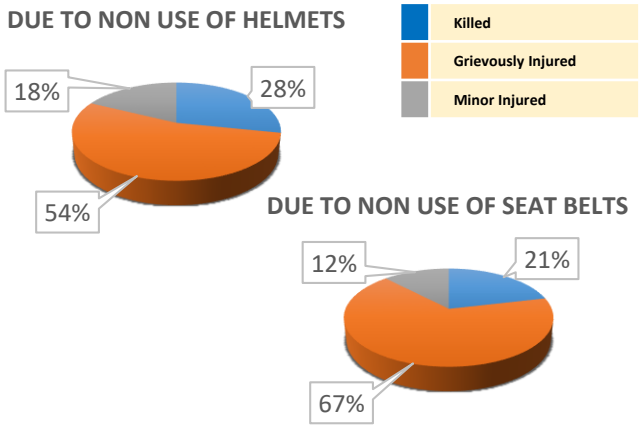
ACCIDENTS ACCORDING TO TRANSPORT



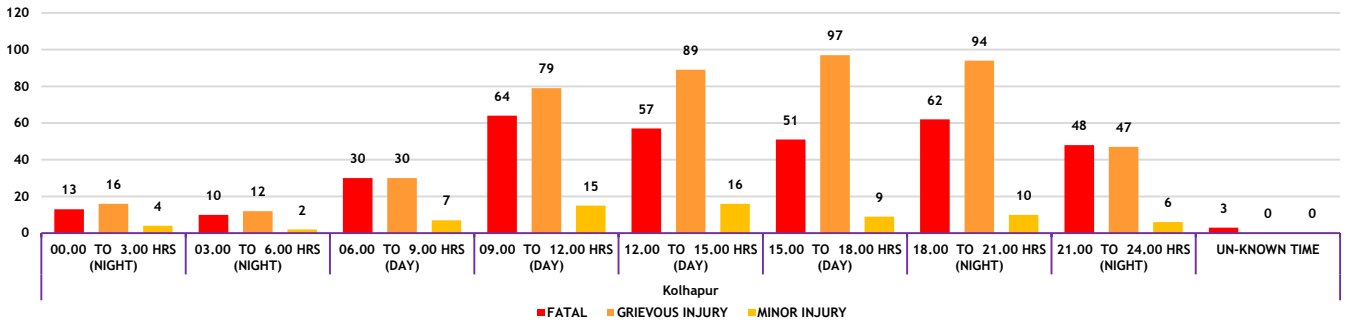
AGE AND GENDER (KILLED)



ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



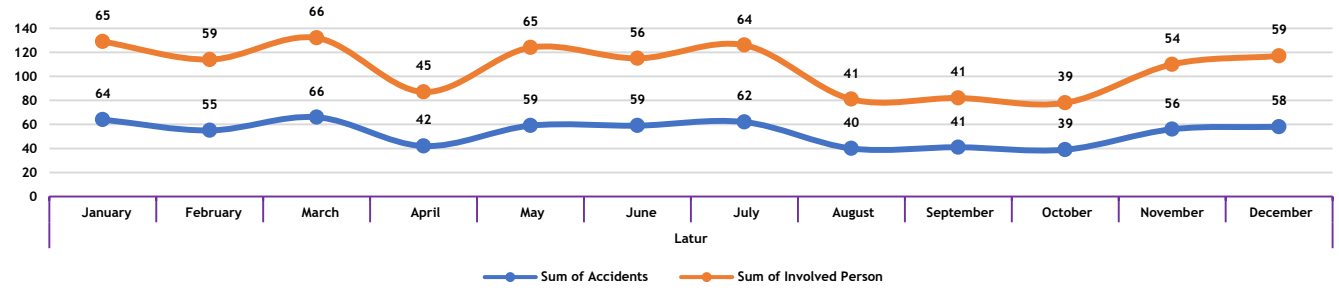
ACCIDENTS ACCORDING TO TIME



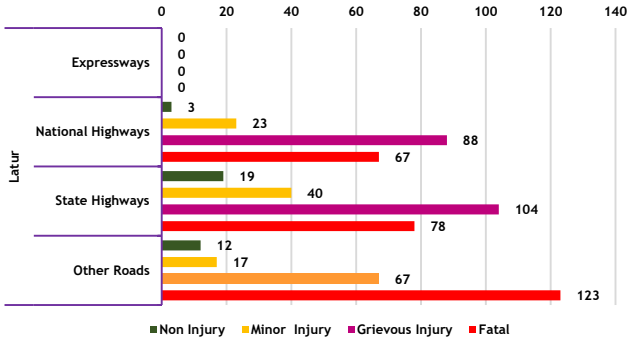
LATUR- 2019

- Most Fatalities have occurred between **15:00 hrs. to 18:00 hrs.**
- Higher Fatalities are occurred on **other roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **25-35 years** olds.

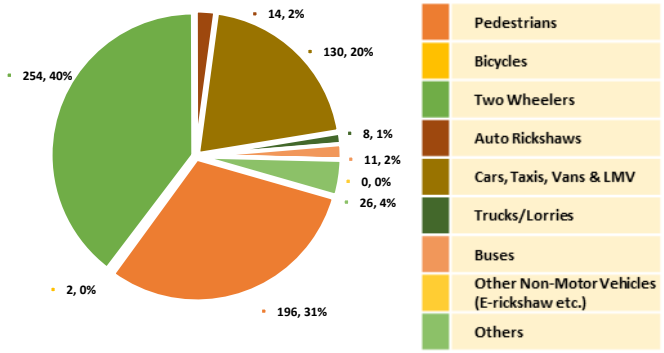
MONTH-WISE ACCIDENTS GRAPH



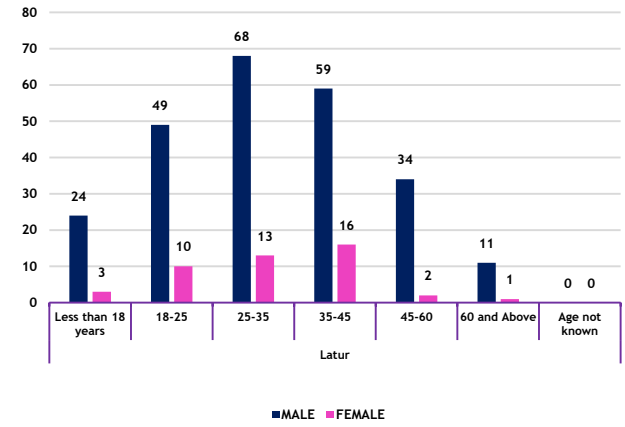
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

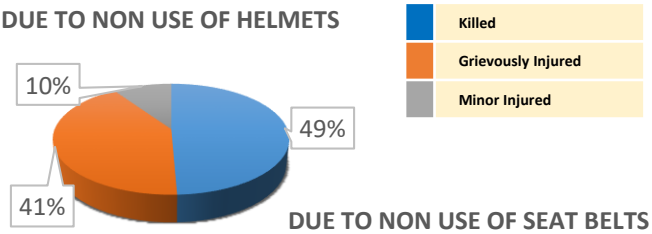


AGE AND GENDER (KILLED)

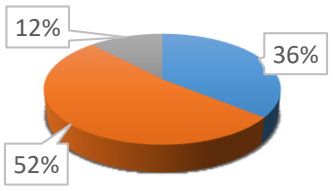


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

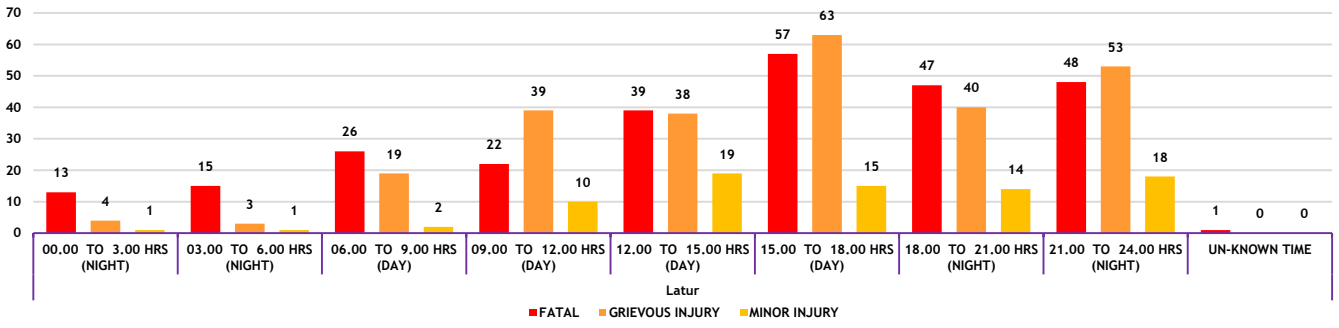
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



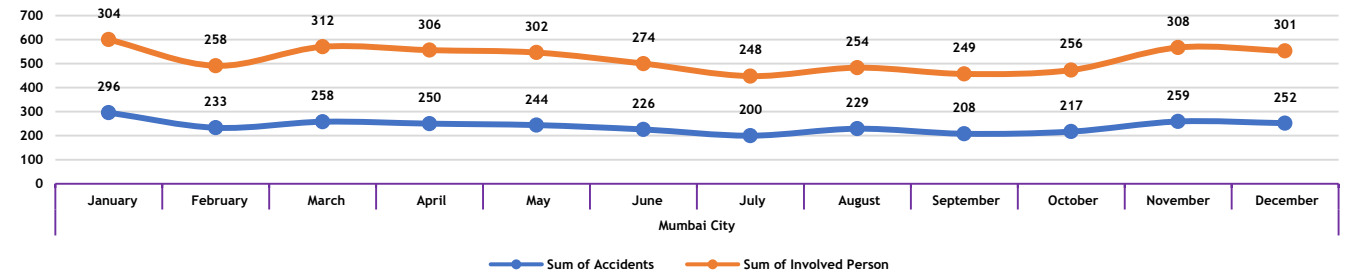
ACCIDENTS ACCORDING TO TIME



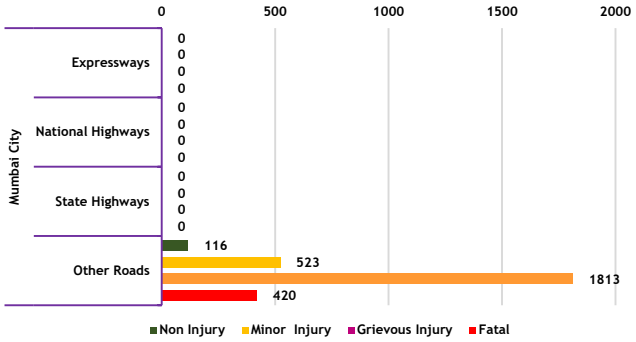
MUMBAI- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **other roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **18-25 years** olds.

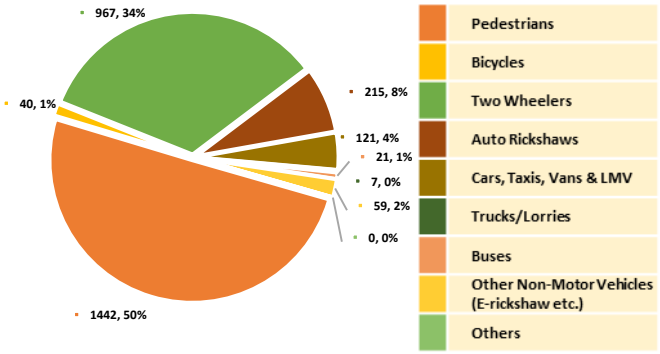
MONTH-WISE ACCIDENTS GRAPH



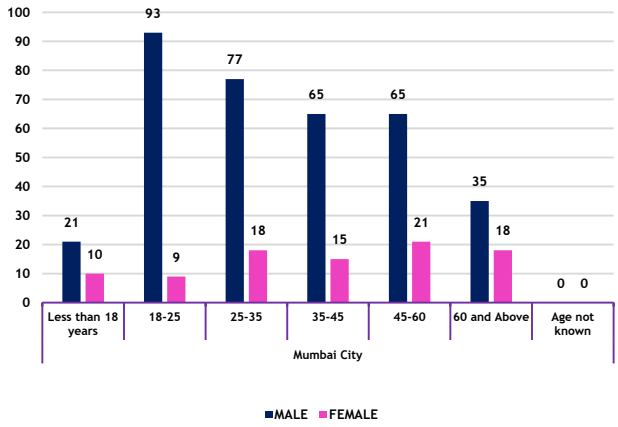
ACCIDENTS ACCORDING TO ROAD



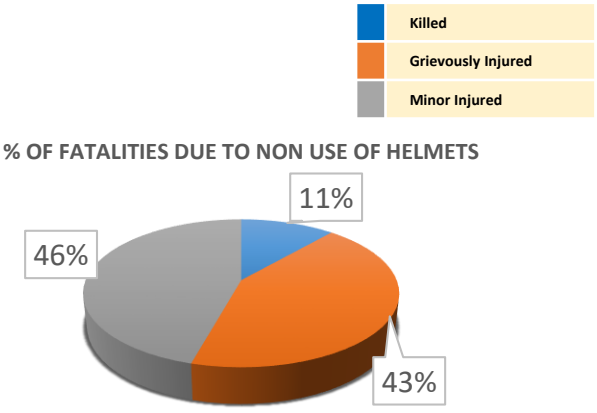
ACCIDENTS ACCORDING TO TRANSPORT



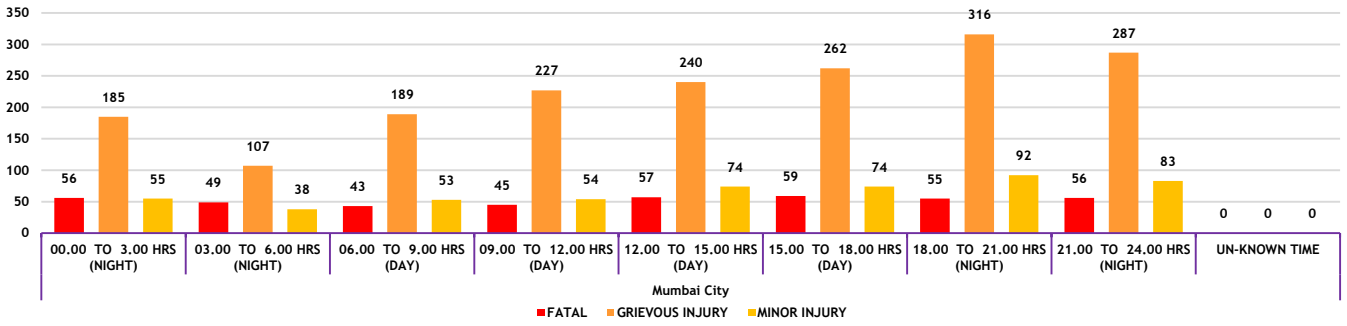
AGE AND GENDER (KILLED)



ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



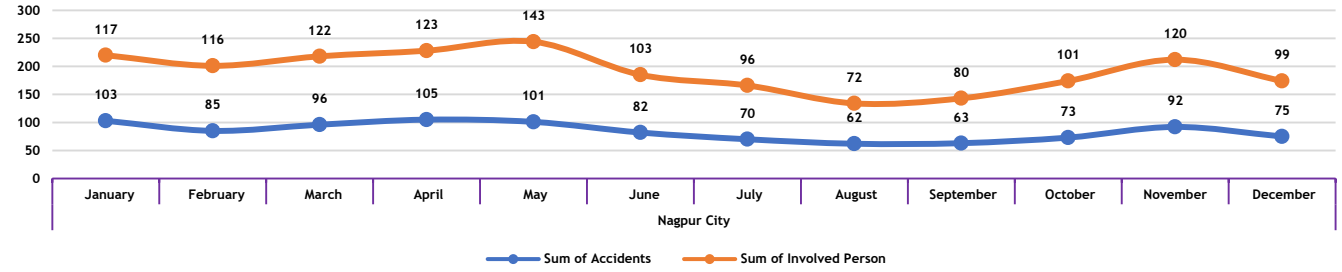
ACCIDENTS ACCORDING TO TIME



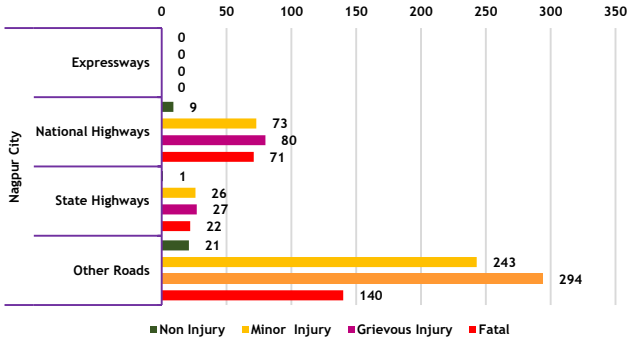
NAGPUR CITY- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **other roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

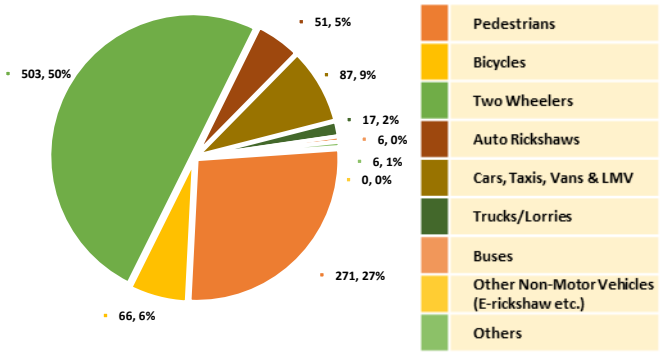
MONTH-WISE ACCIDENTS GRAPH



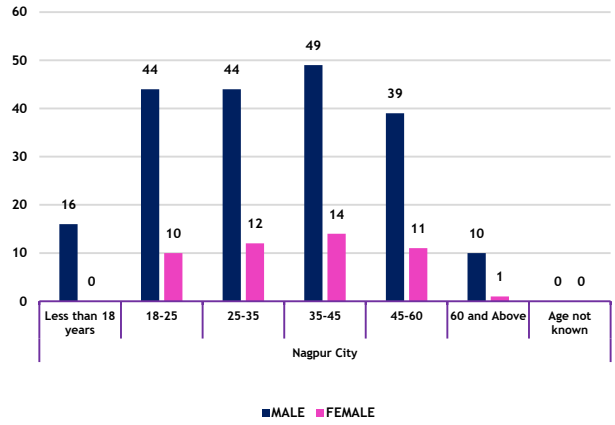
ACCIDENTS ACCORDING TO ROAD



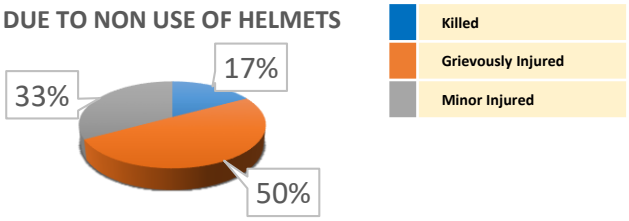
ACCIDENTS ACCORDING TO TRANSPORT

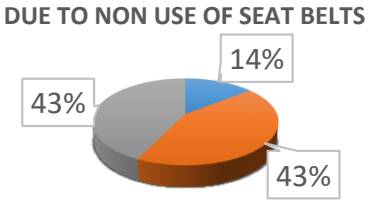


AGE AND GENDER (KILLED)

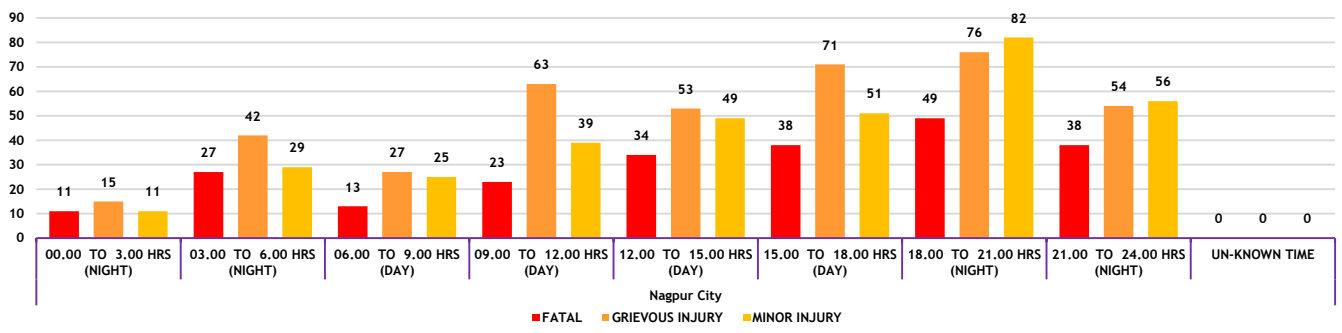


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM





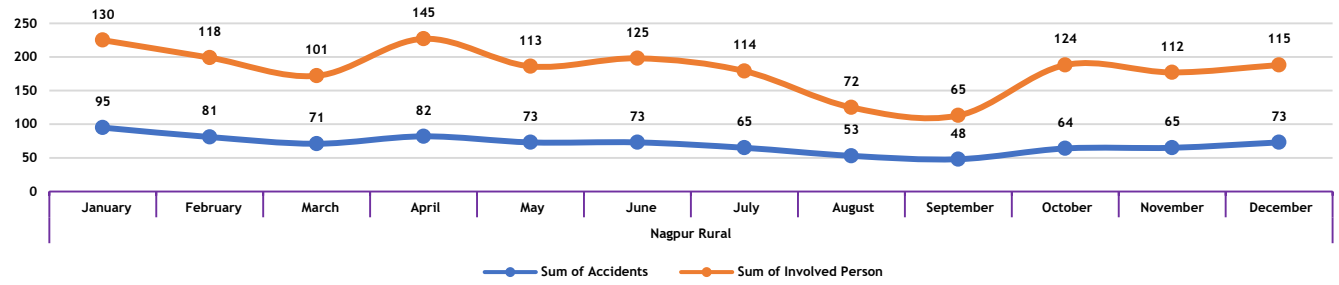
ACCIDENTS ACCORDING TO TIME



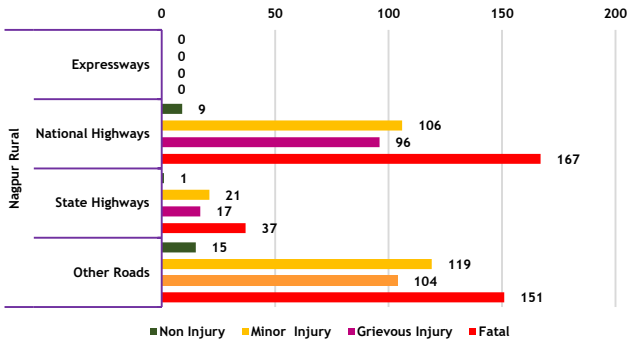
NAGPUR RURAL- 2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **National Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **18-25 years** olds.

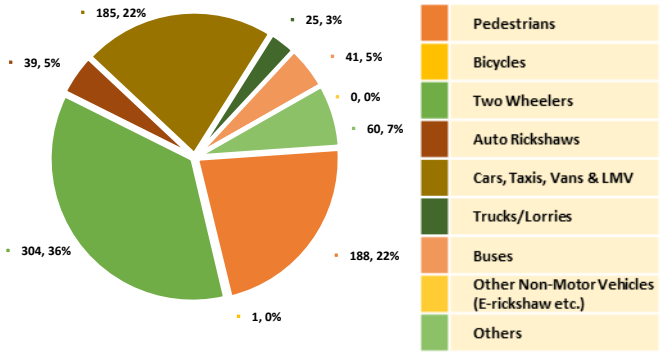
MONTH-WISE ACCIDENTS GRAPH



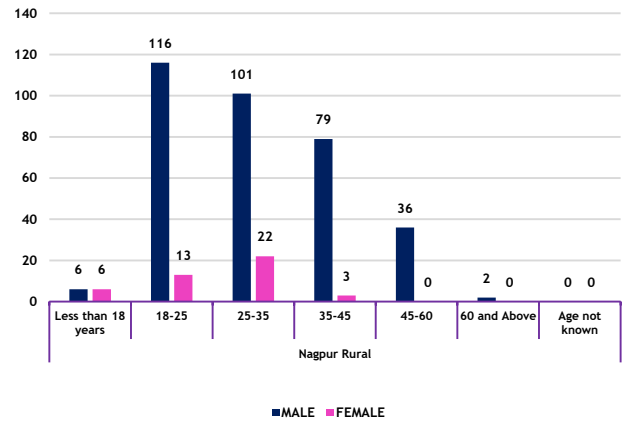
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

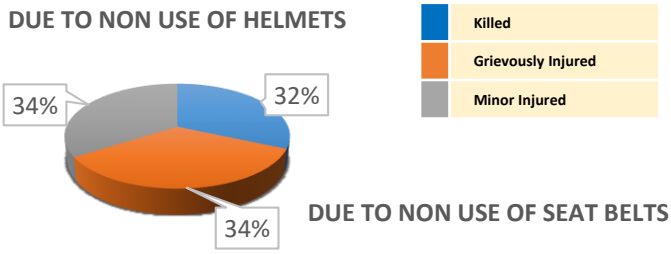


AGE AND GENDER (KILLED)

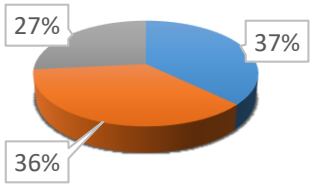


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

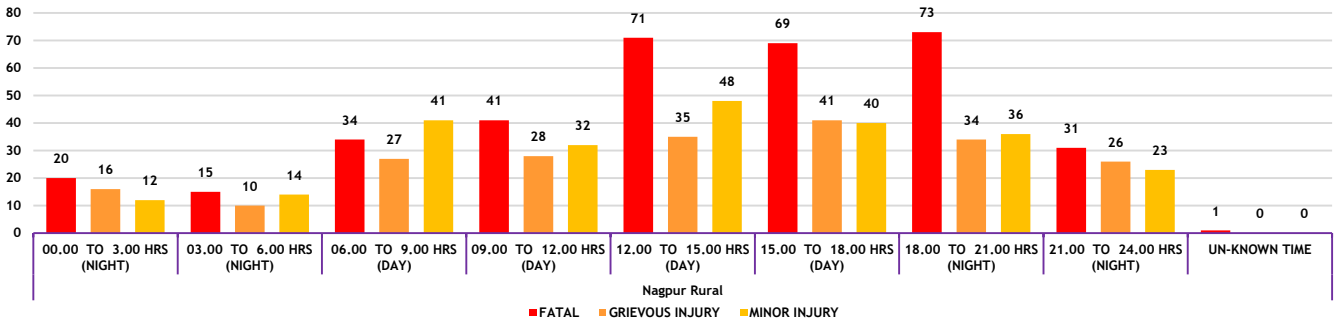
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



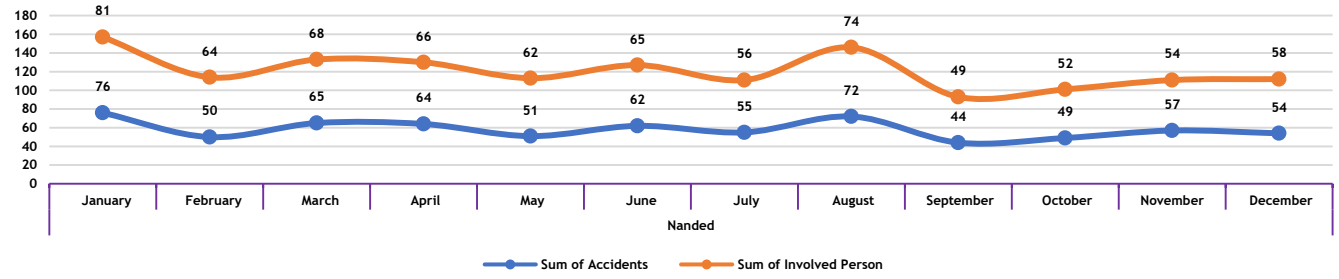
ACCIDENTS ACCORDING TO TIME



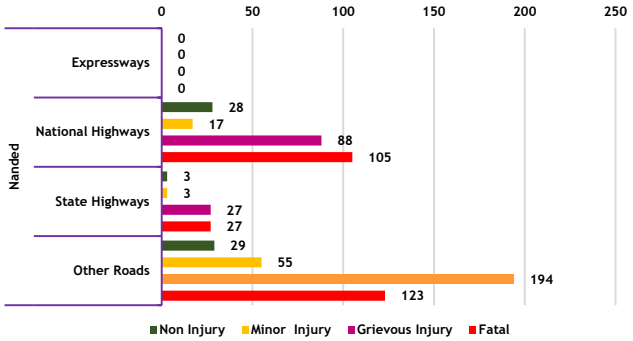
NANDED-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

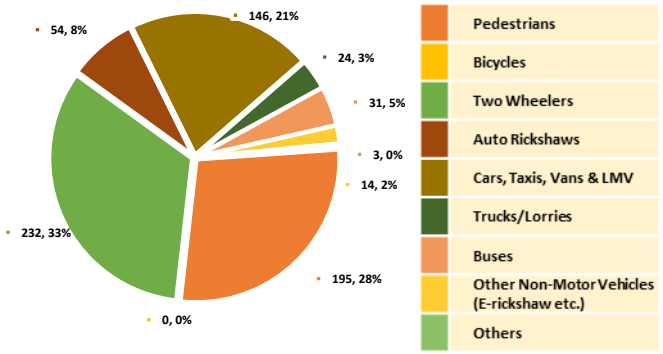
MONTH-WISE ACCIDENTS GRAPH



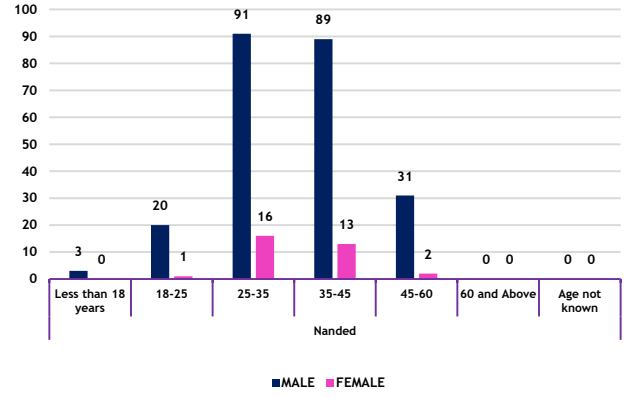
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

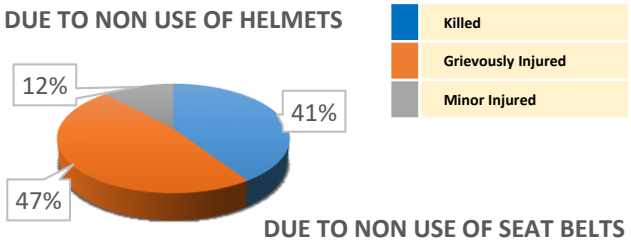


AGE AND GENDER (KILLED)

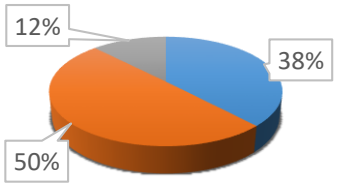


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

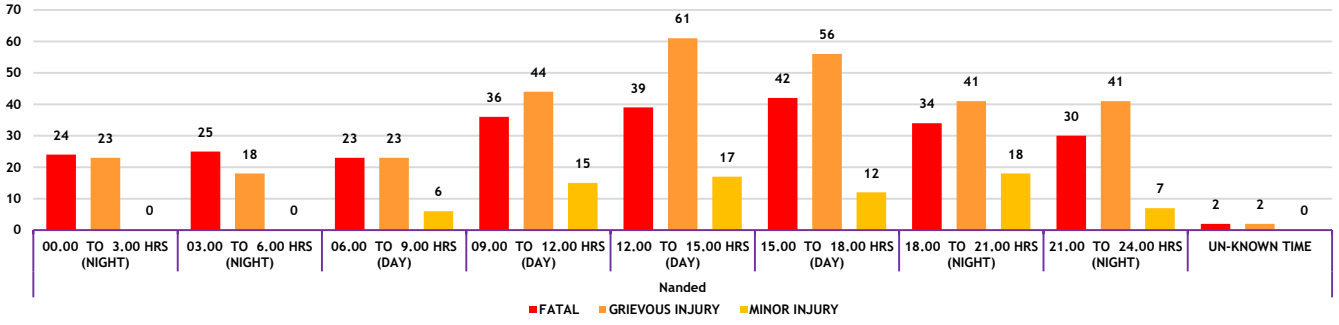
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



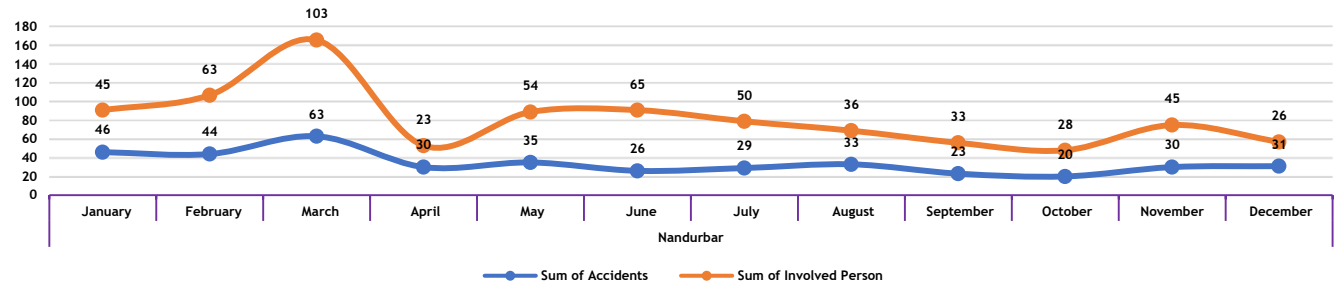
ACCIDENTS ACCORDING TO TIME



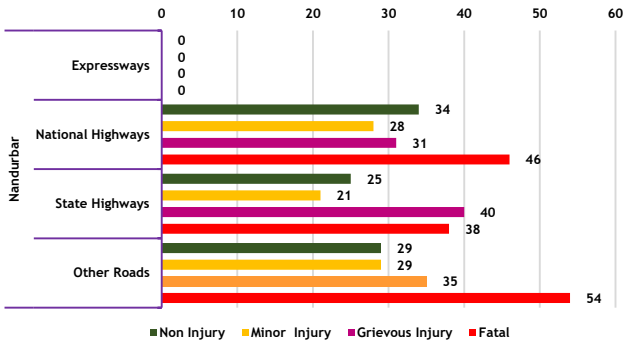
NANDURBAR-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

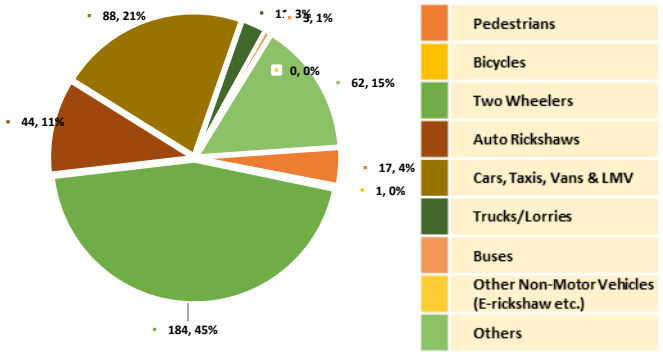
MONTH-WISE ACCIDENTS GRAPH



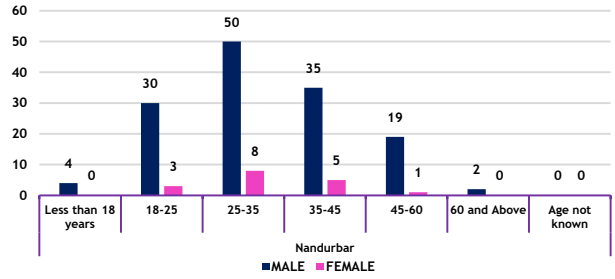
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

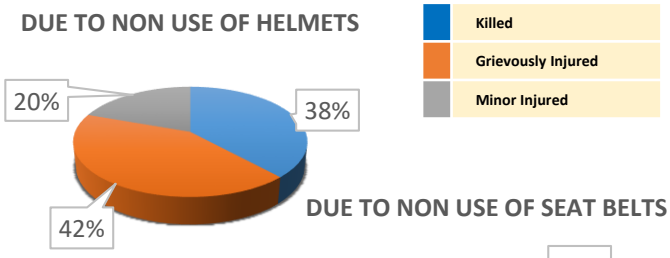


AGE AND GENDER (KILLED)

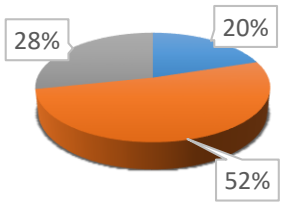


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

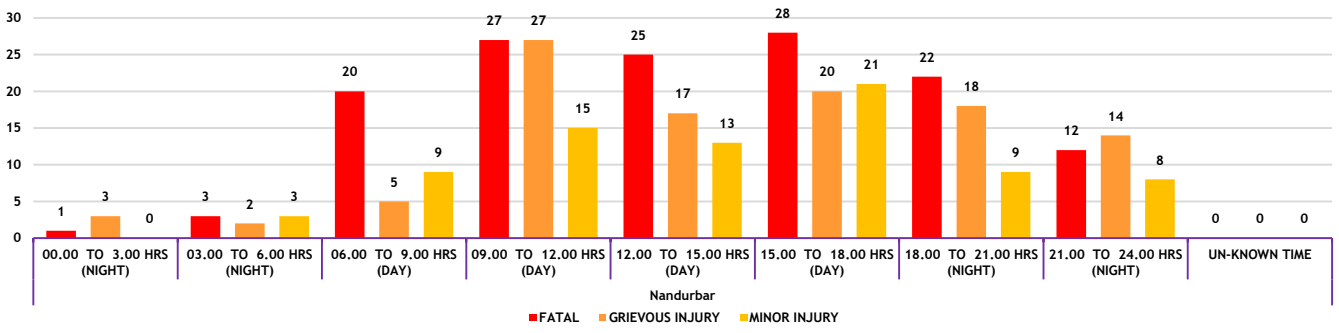
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



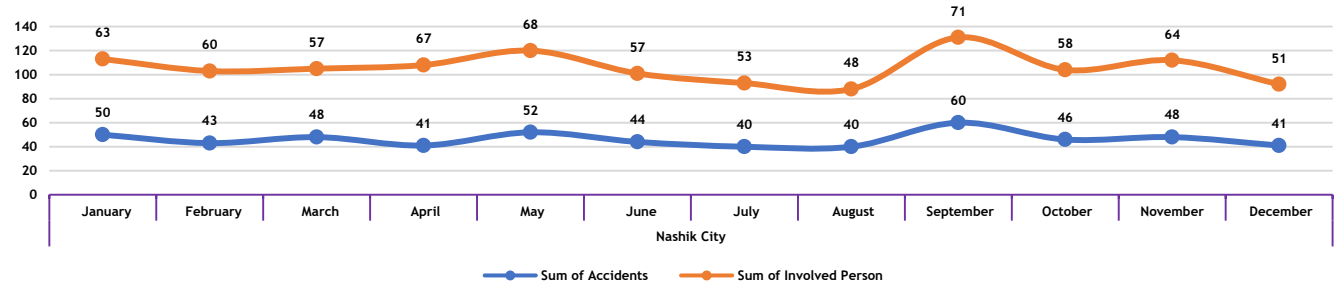
ACCIDENTS ACCORDING TO TIME



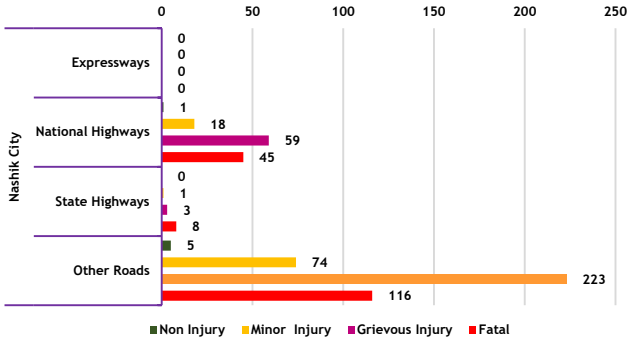
NASHIK CITY-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **other roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **25-35 years** olds.

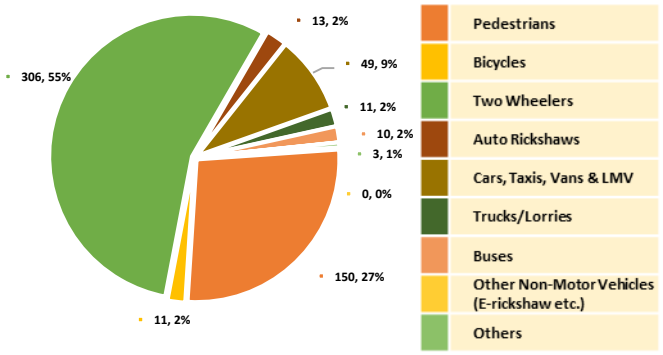
MONTH-WISE ACCIDENTS GRAPH



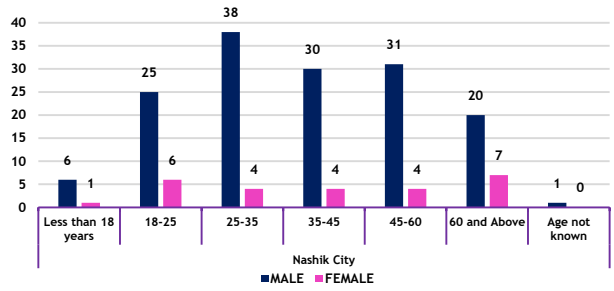
ACCIDENTS ACCORDING TO ROAD



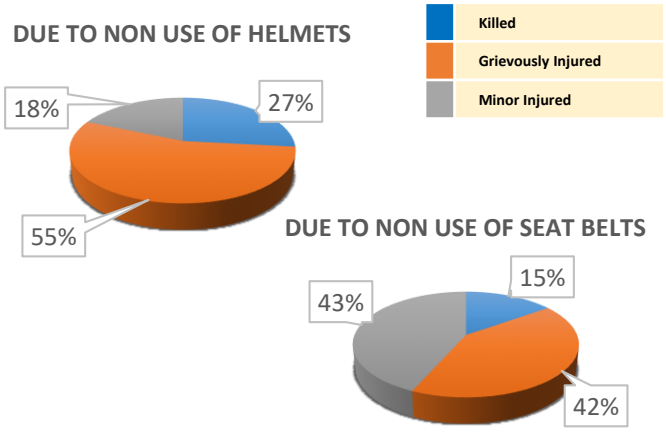
ACCIDENTS ACCORDING TO TRANSPORT



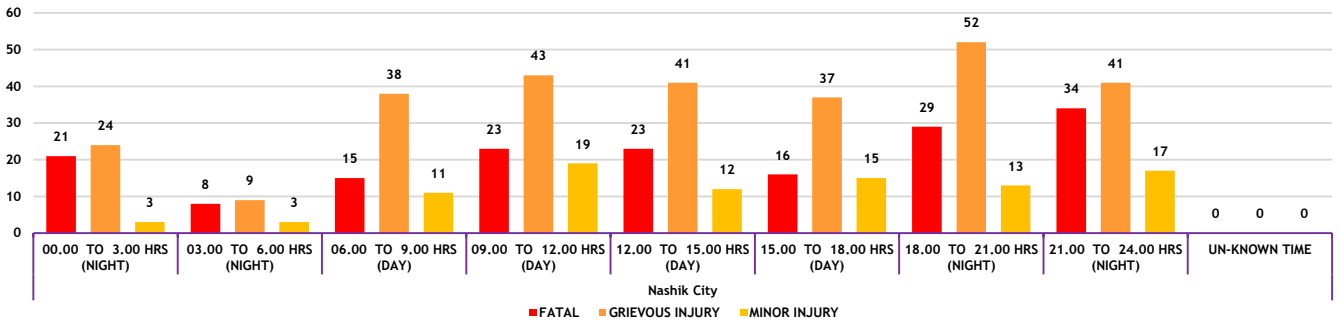
AGE AND GENDER (KILLED)



ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



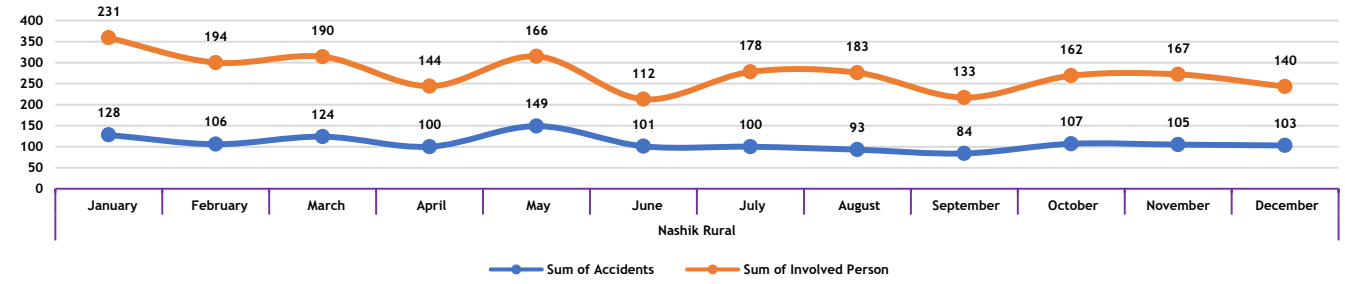
ACCIDENTS ACCORDING TO TIME



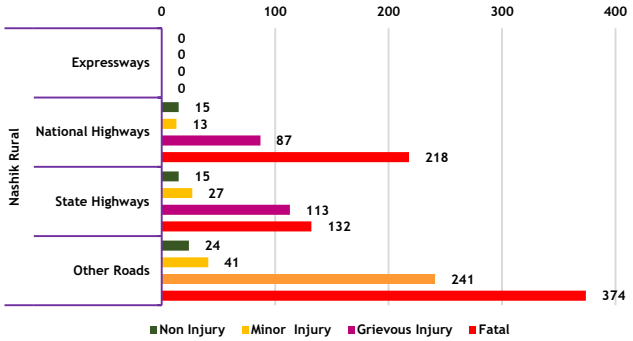
NASHIK RURAL-2019

- Most Fatalities have occurred between **12:00 hrs. to 15:00 hrs.**
- Higher Fatalities are occurred on **other roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **18-25 years** olds.

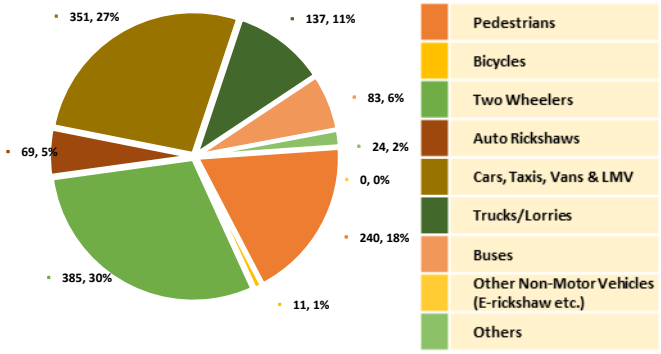
MONTH-WISE ACCIDENTS GRAPH



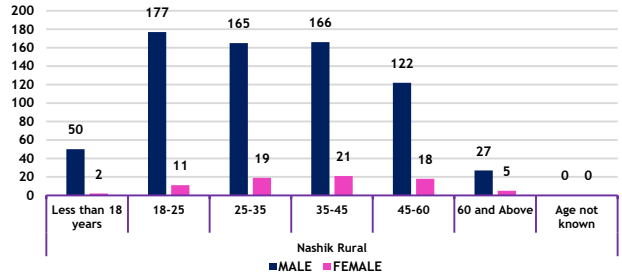
ACCIDENTS ACCORDING TO ROAD



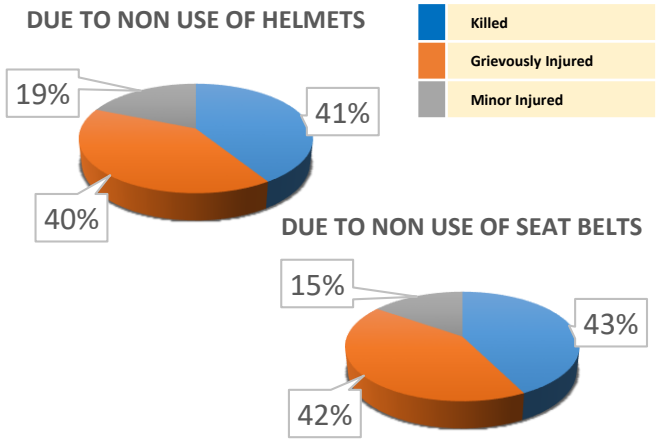
ACCIDENTS ACCORDING TO TRANSPORT



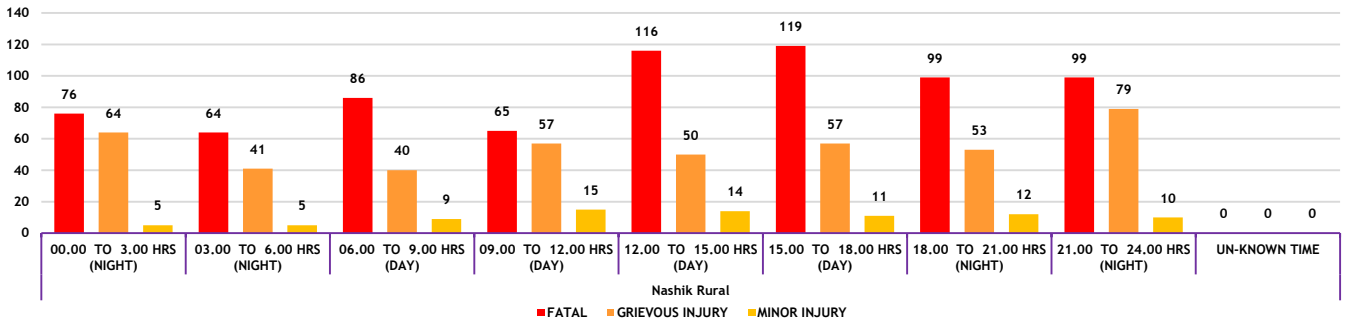
AGE AND GENDER (KILLED)



ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



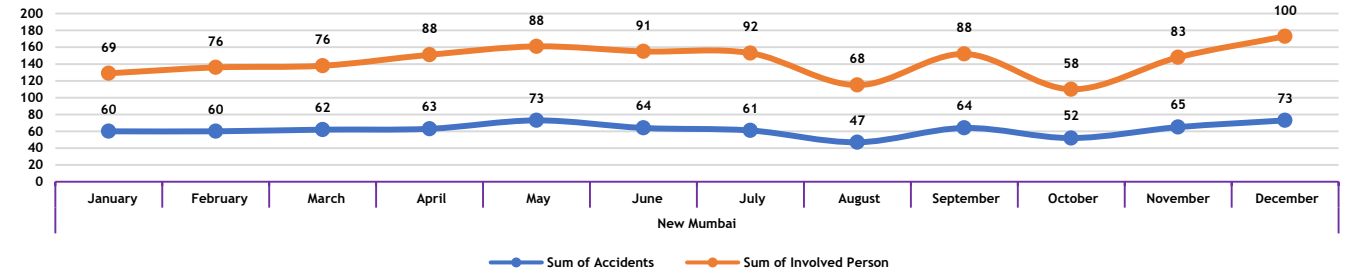
ACCIDENTS ACCORDING TO TIME



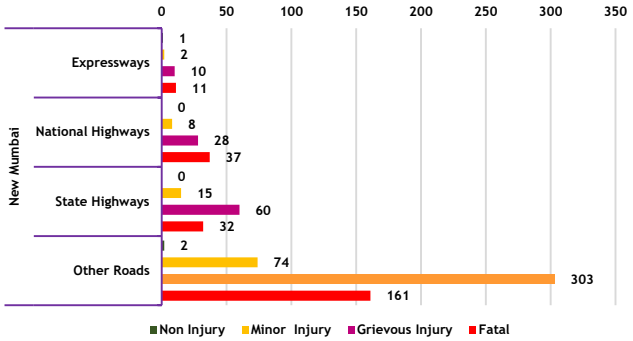
NAVI MUMBAI-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **other roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **18-25 years** olds.

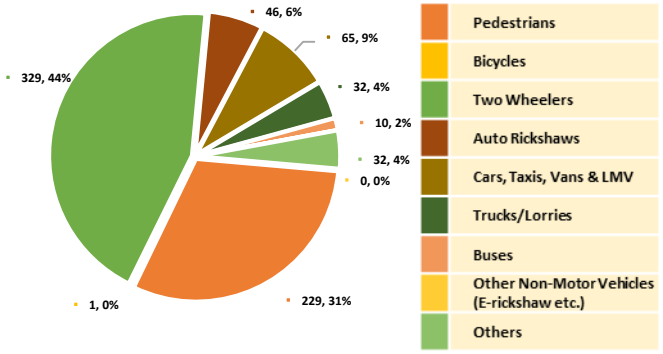
MONTH-WISE ACCIDENTS GRAPH



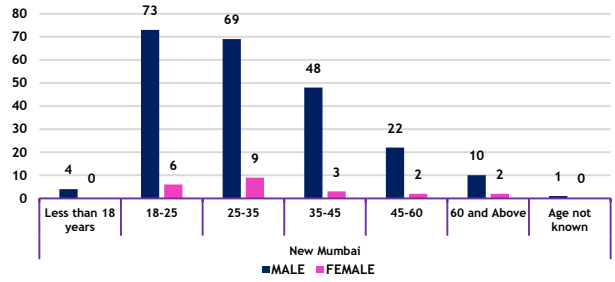
ACCIDENTS ACCORDING TO ROAD



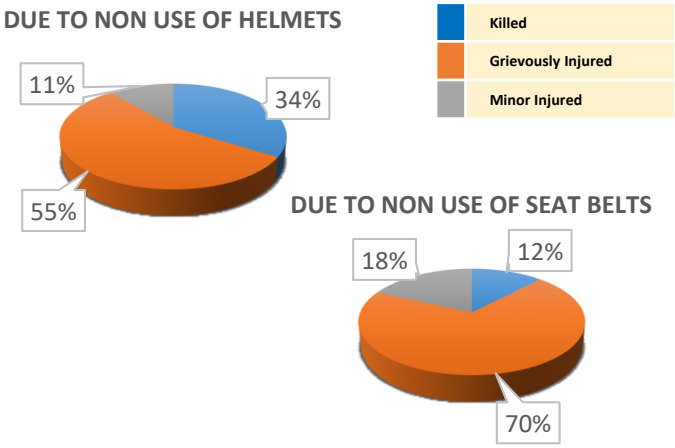
ACCIDENTS ACCORDING TO TRANSPORT



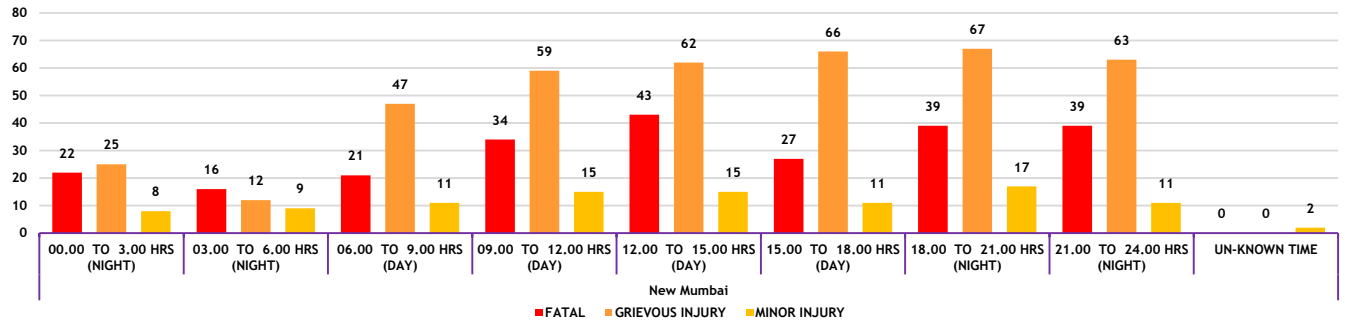
AGE AND GENDER (KILLED)



ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



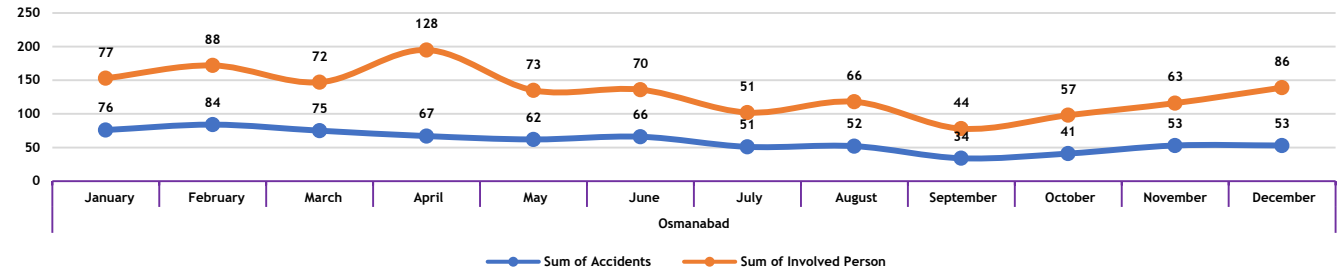
ACCIDENTS ACCORDING TO TIME



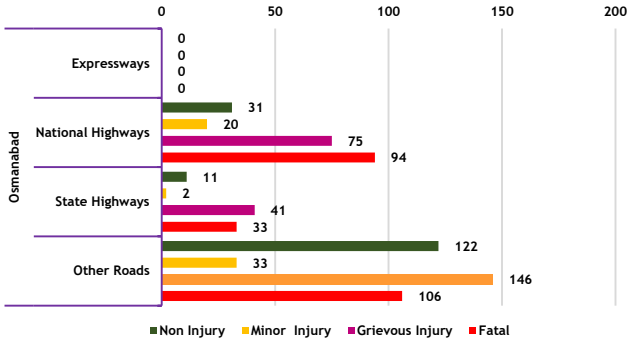
OSMANABAD-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

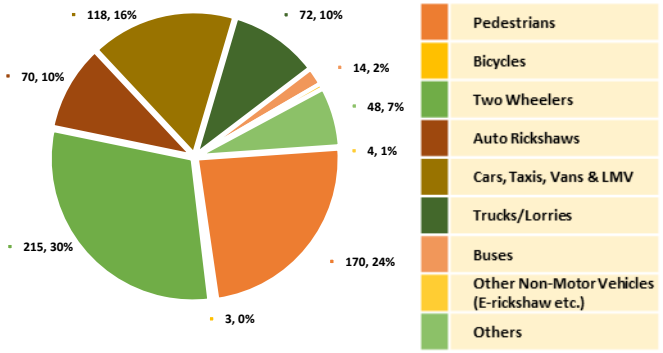
MONTH-WISE ACCIDENTS GRAPH



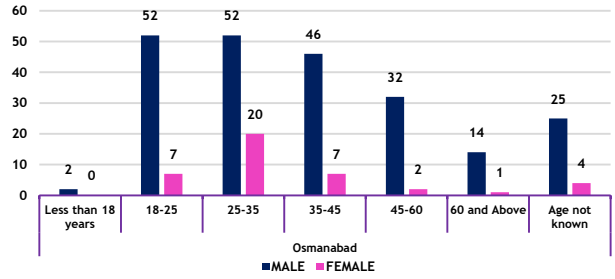
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

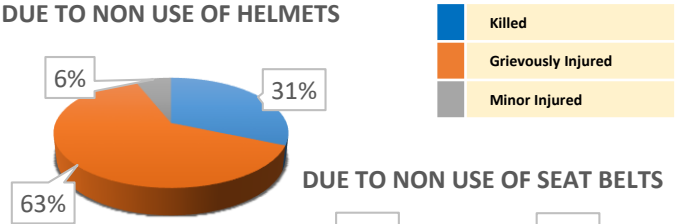


AGE AND GENDER (KILLED)

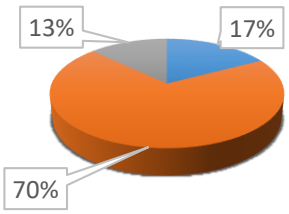


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

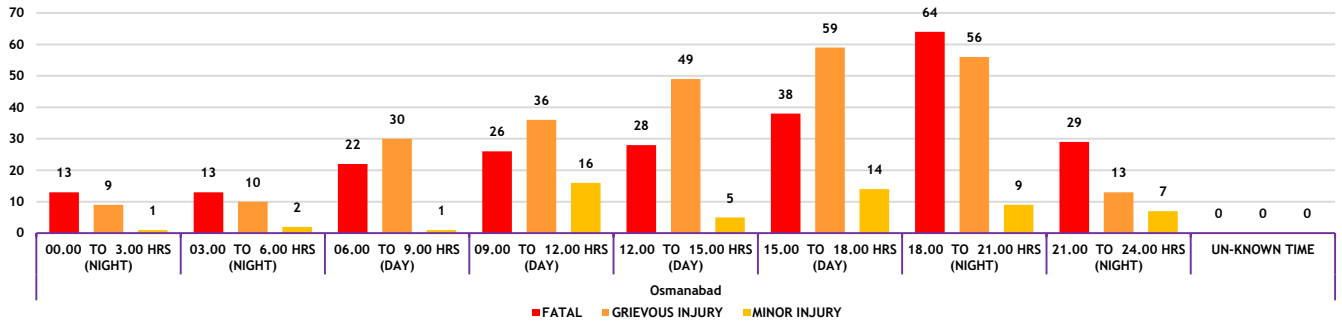
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



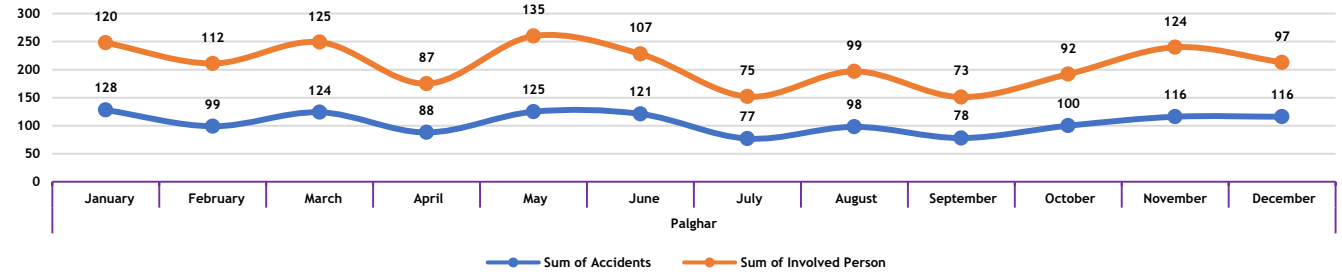
ACCIDENTS ACCORDING TO TIME



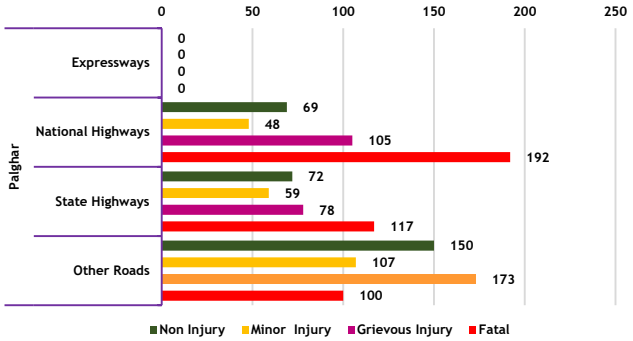
PALGHAR-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

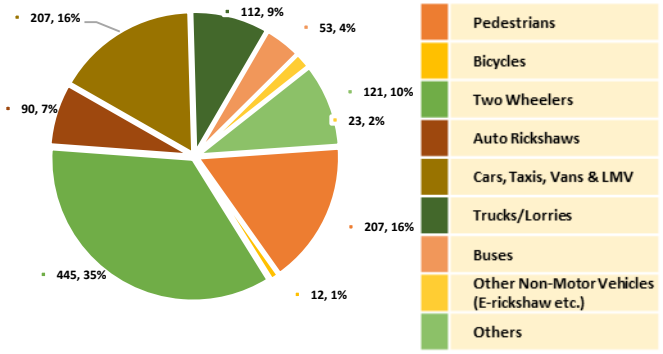
MONTH-WISE ACCIDENTS GRAPH



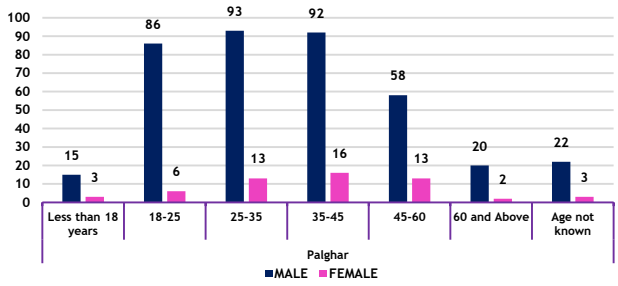
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

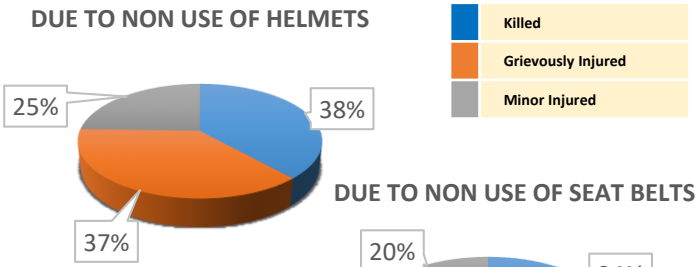


AGE AND GENDER (KILLED)

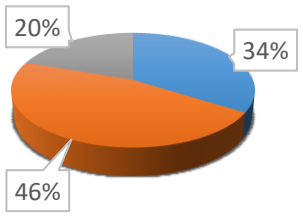


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

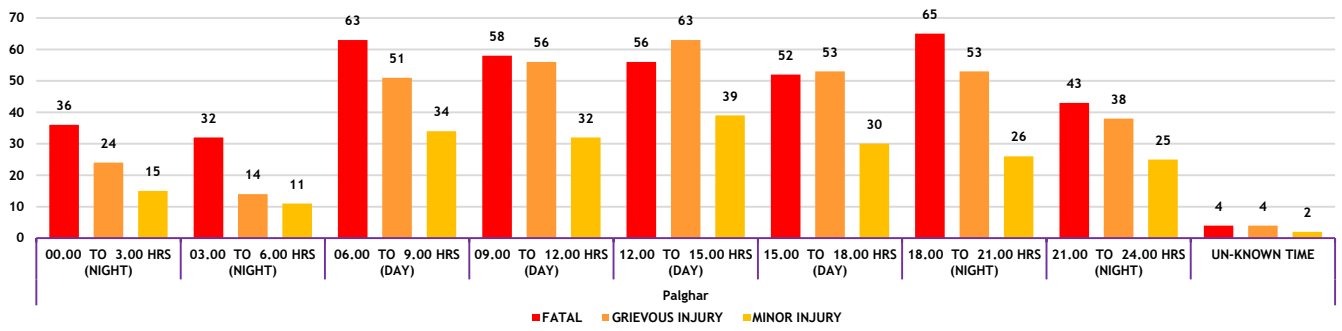
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



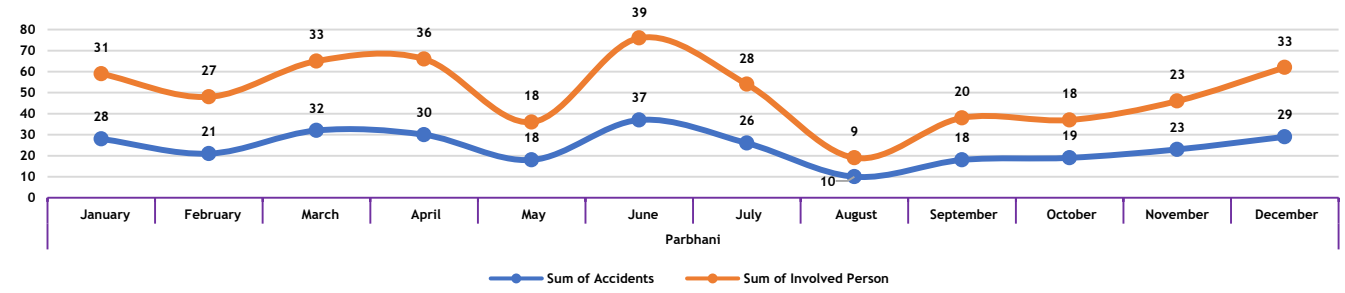
ACCIDENTS ACCORDING TO TIME



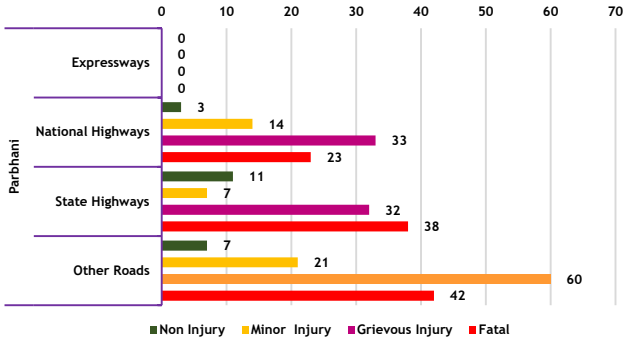
PARBHANI-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

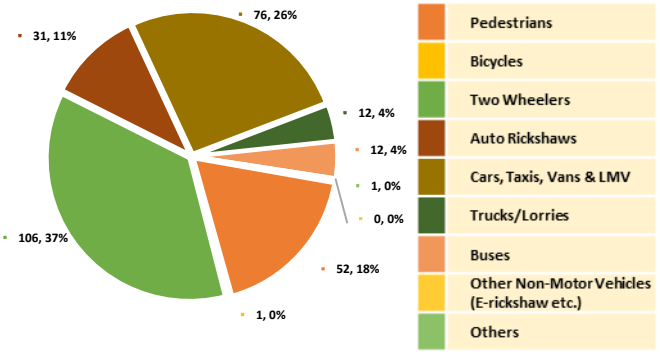
MONTH-WISE ACCIDENTS GRAPH



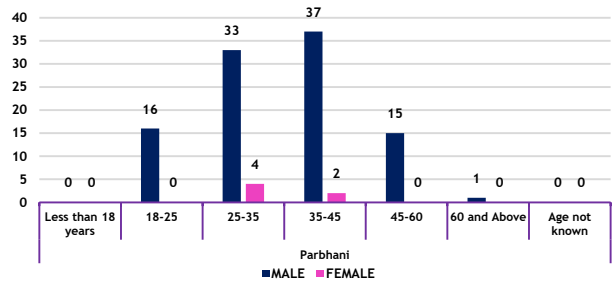
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

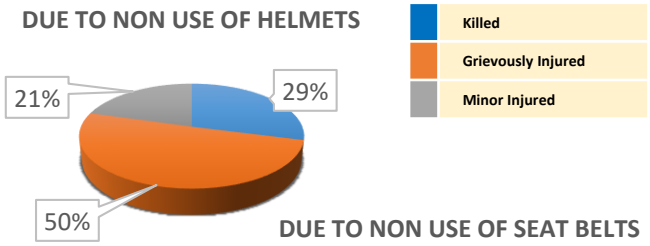


AGE AND GENDER (KILLED)

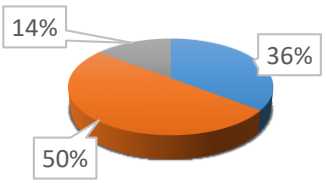


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

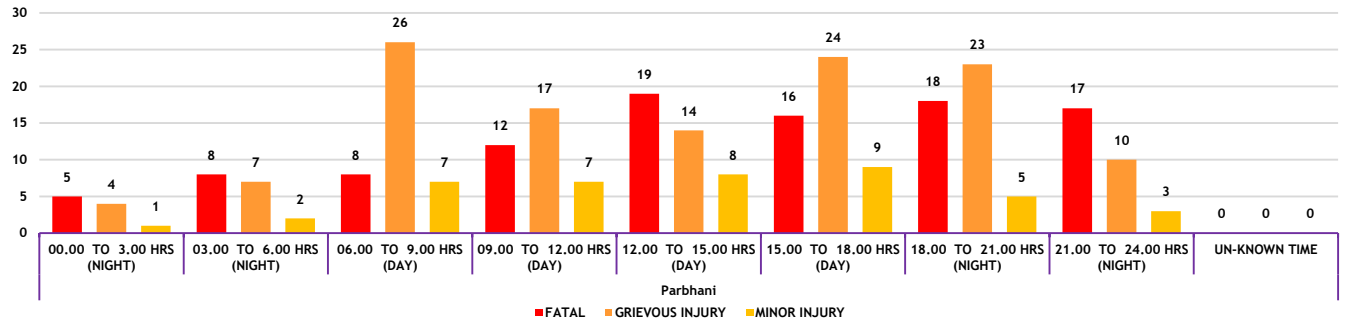
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



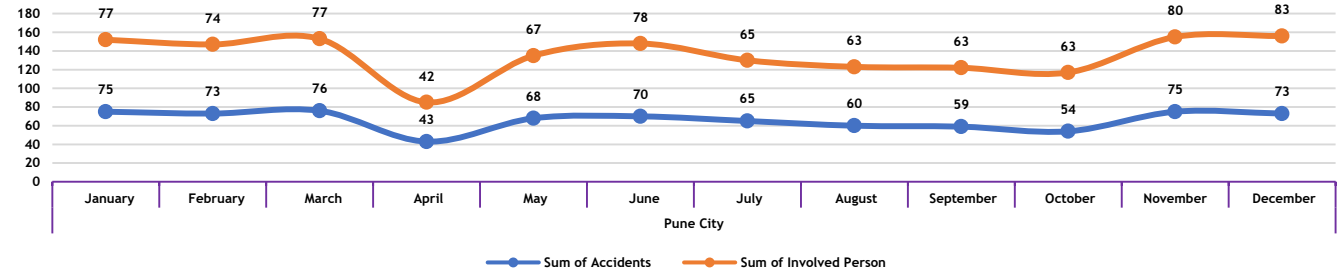
ACCIDENTS ACCORDING TO TIME



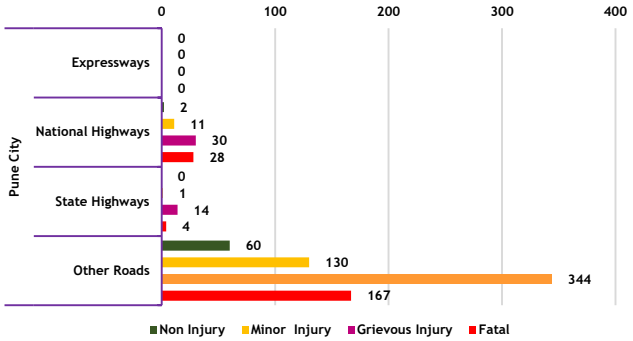
PUNE CITY-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

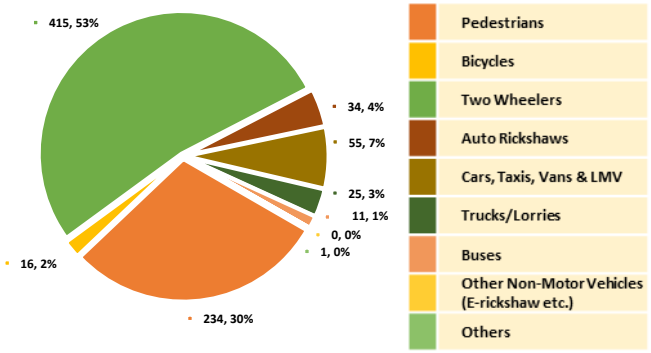
MONTH-WISE ACCIDENTS GRAPH



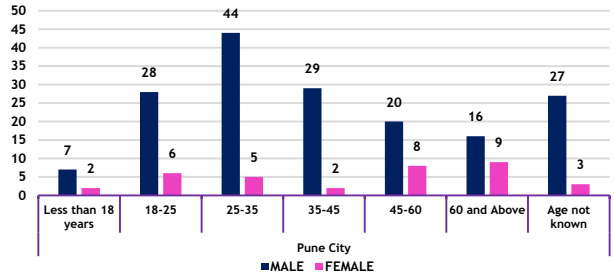
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

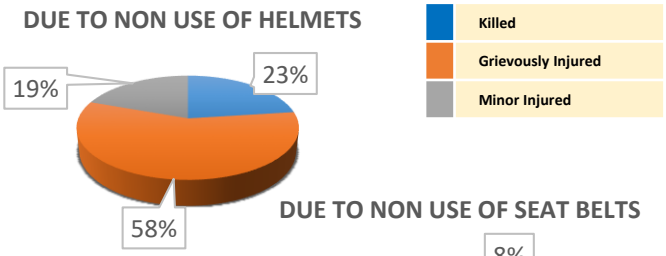


AGE AND GENDER (KILLED)

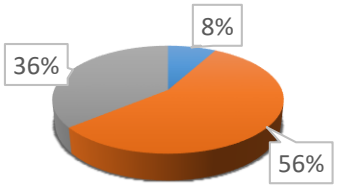


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

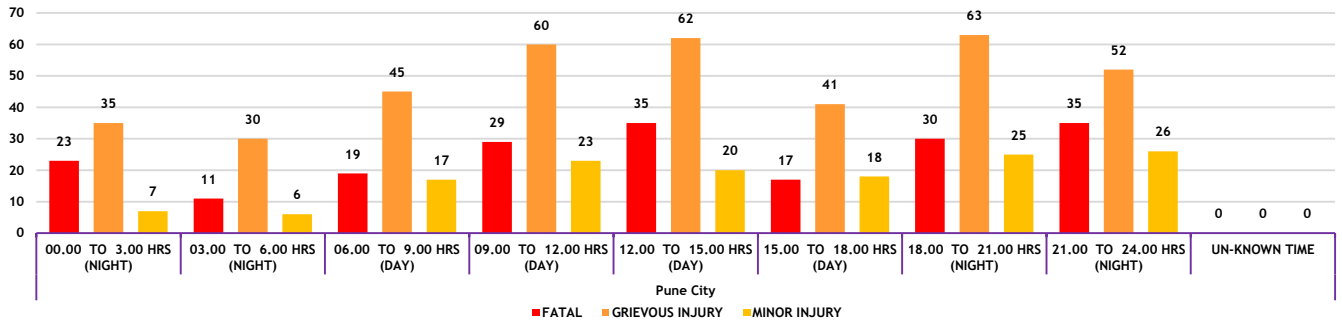
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



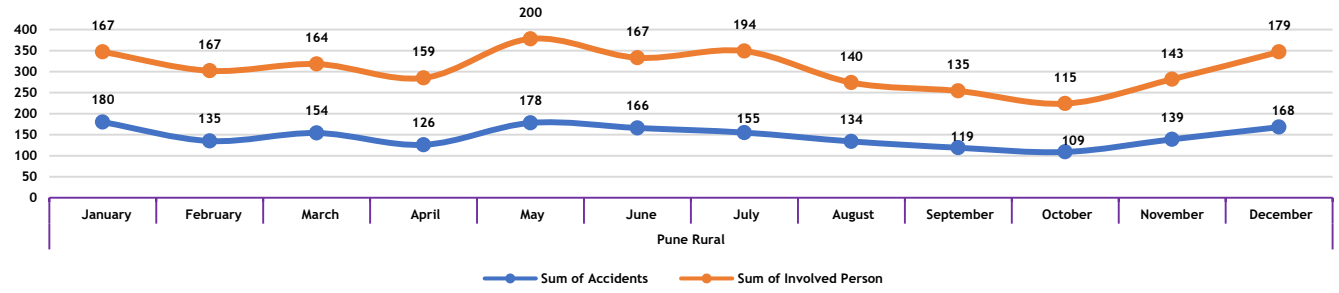
ACCIDENTS ACCORDING TO TIME



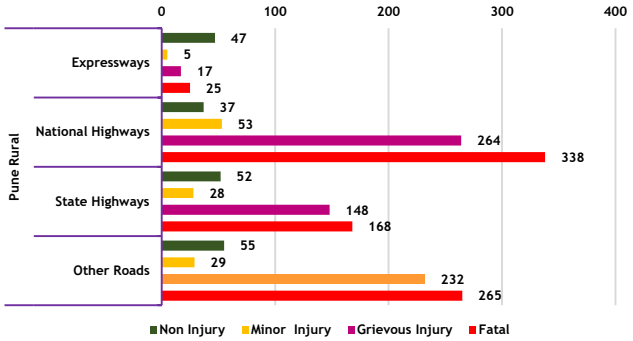
PUNE RURAL-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

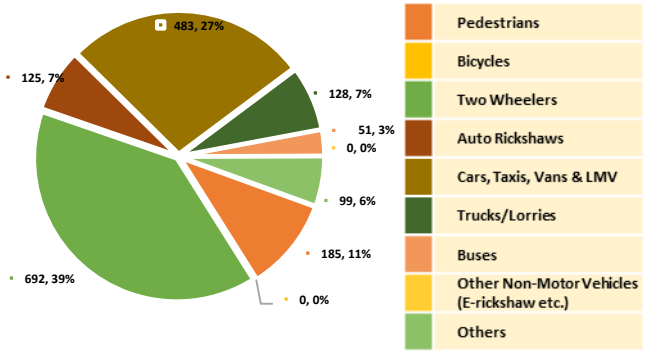
MONTH-WISE ACCIDENTS GRAPH



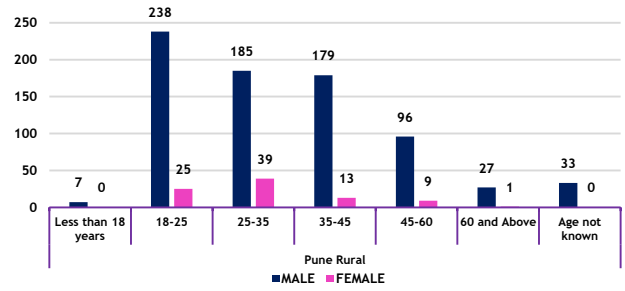
ACCIDENTS ACCORDING TO ROAD



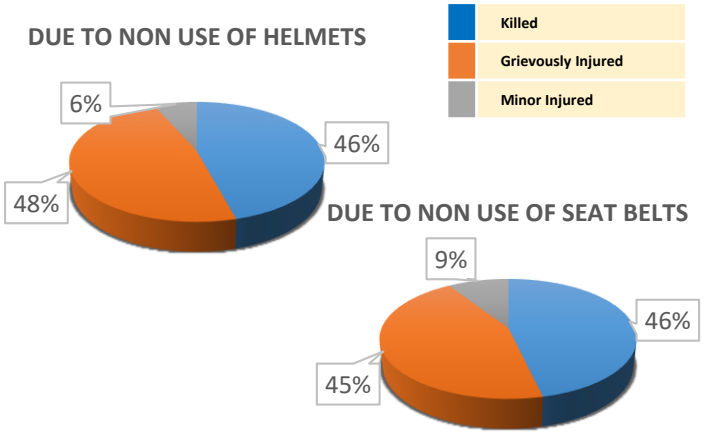
ACCIDENTS ACCORDING TO TRANSPORT



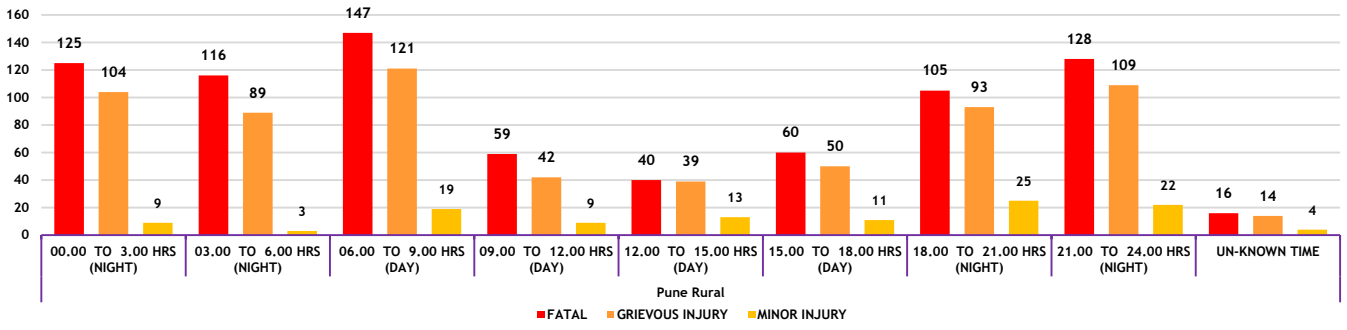
AGE AND GENDER (KILLED)



ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



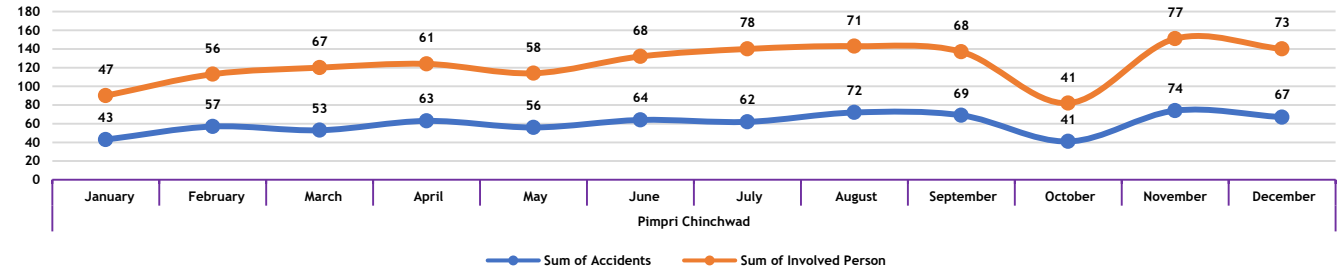
ACCIDENTS ACCORDING TO TIME



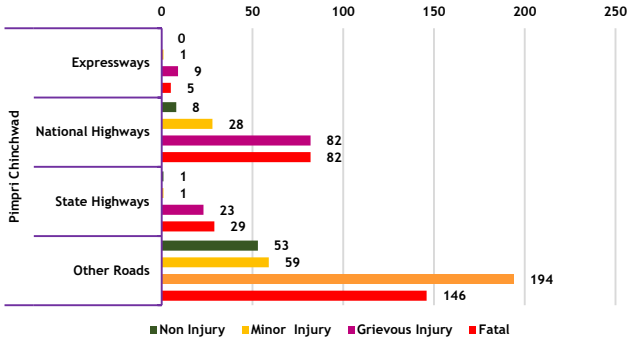
PIMPRI CHINCHWAD-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

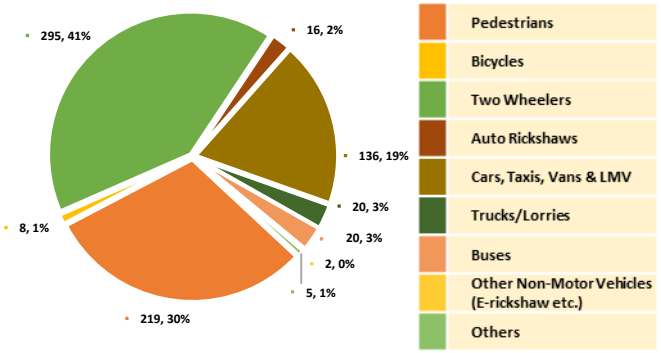
MONTH-WISE ACCIDENTS GRAPH



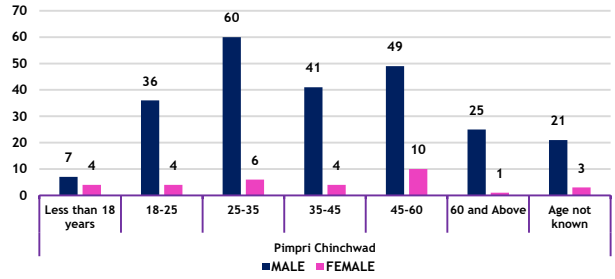
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

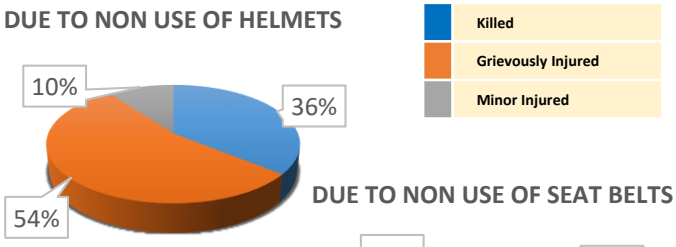


AGE AND GENDER (KILLED)

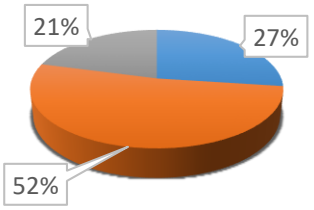


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

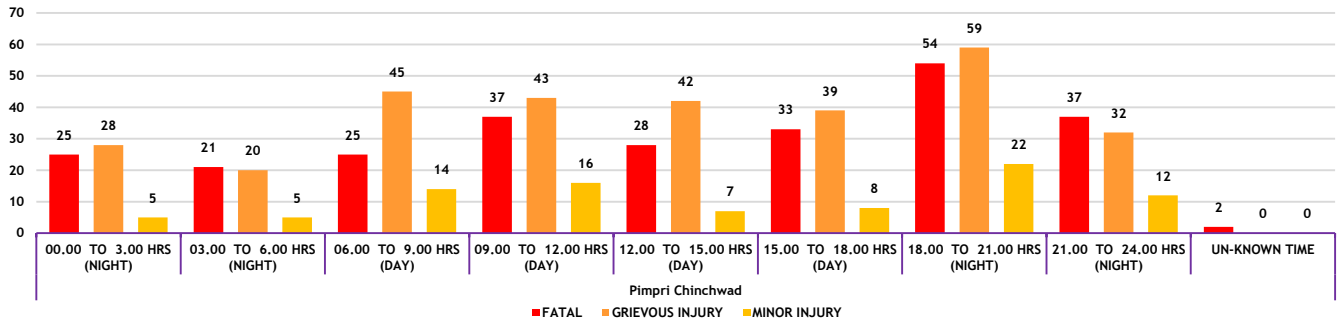
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



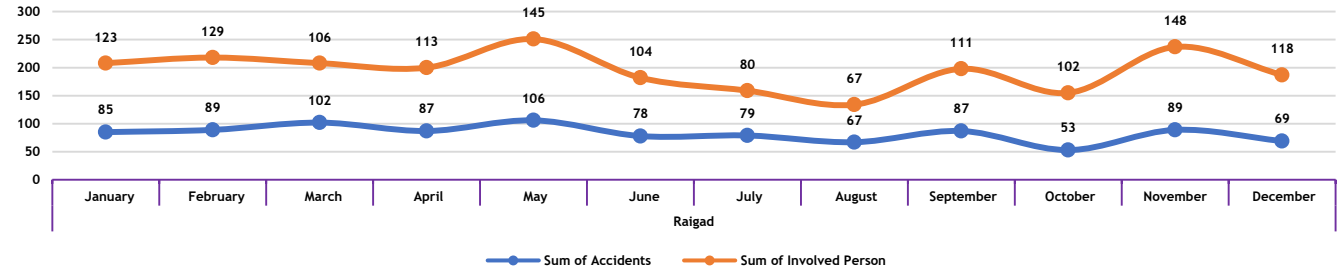
ACCIDENTS ACCORDING TO TIME



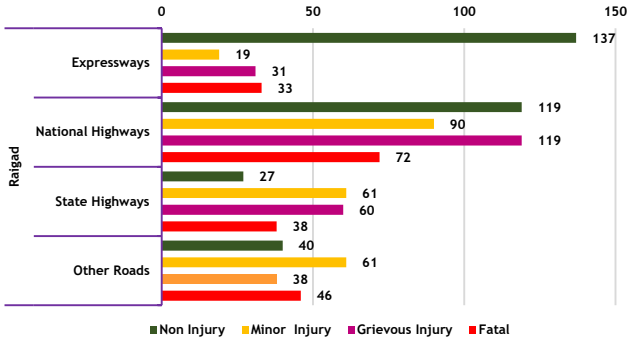
RAIGAD-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

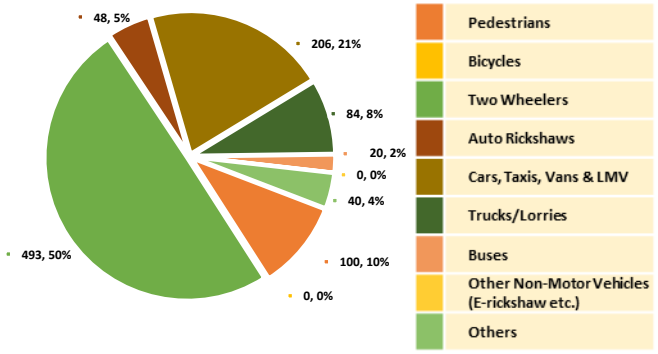
MONTH-WISE ACCIDENTS GRAPH



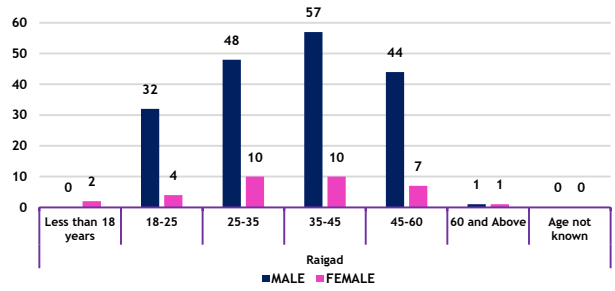
ACCIDENTS ACCORDING TO ROAD



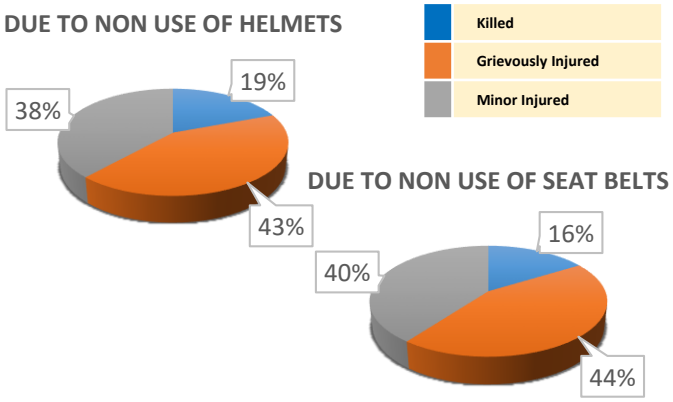
ACCIDENTS ACCORDING TO TRANSPORT



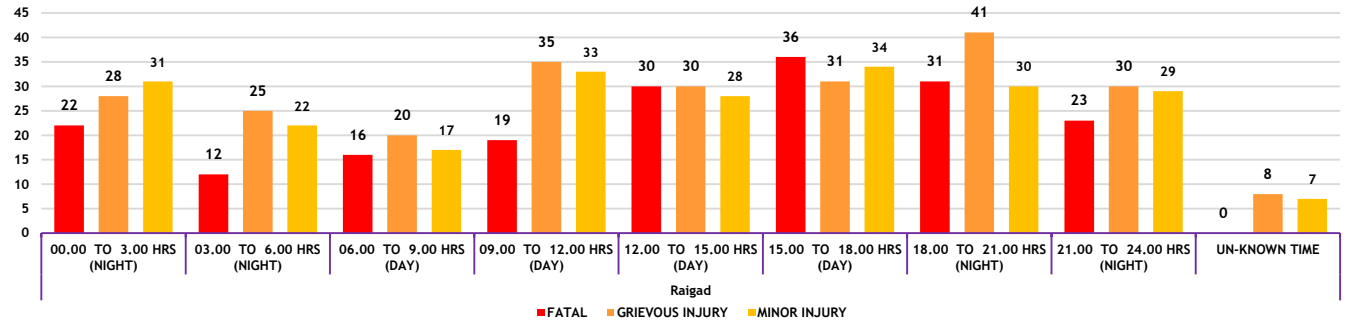
AGE AND GENDER (KILLED)



ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



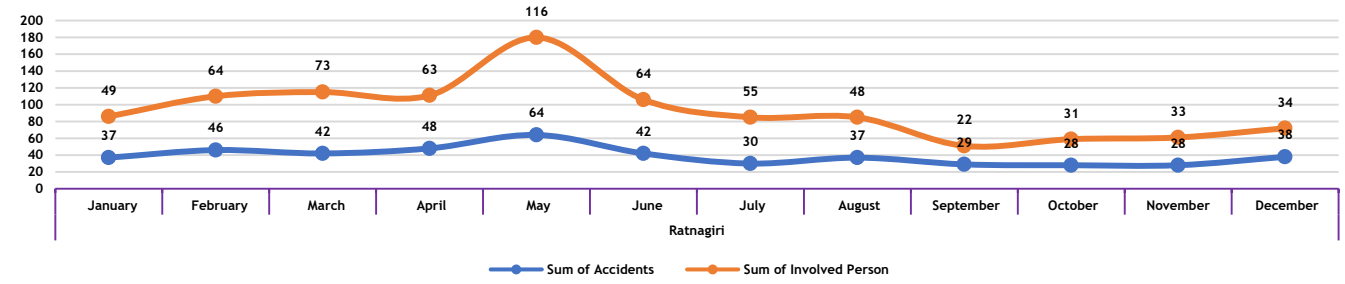
ACCIDENTS ACCORDING TO TIME



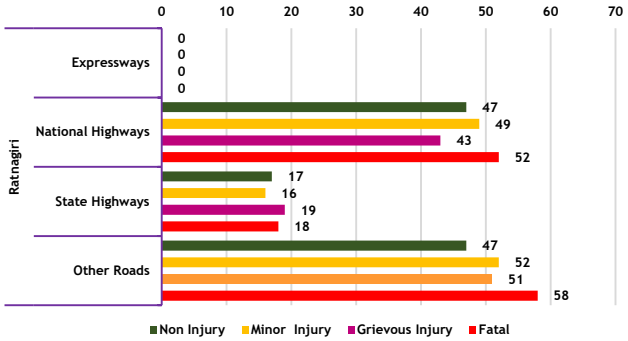
RATNAGARI-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

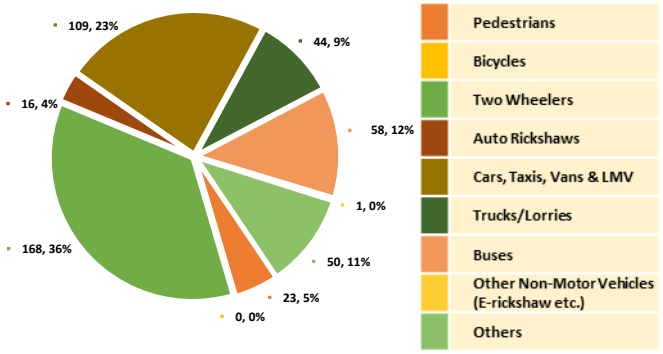
MONTH-WISE ACCIDENTS GRAPH



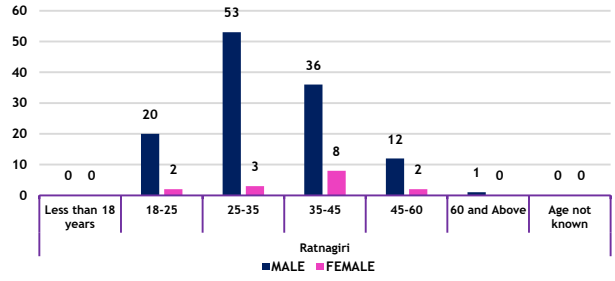
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

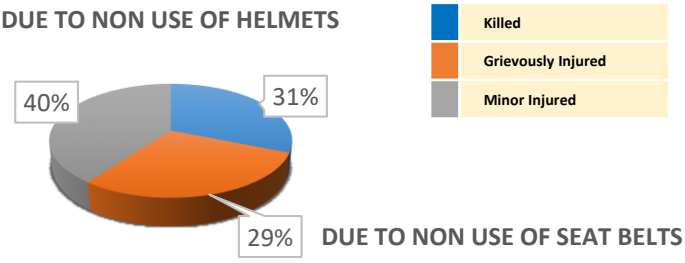


AGE AND GENDER (KILLED)

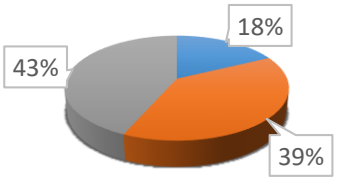


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

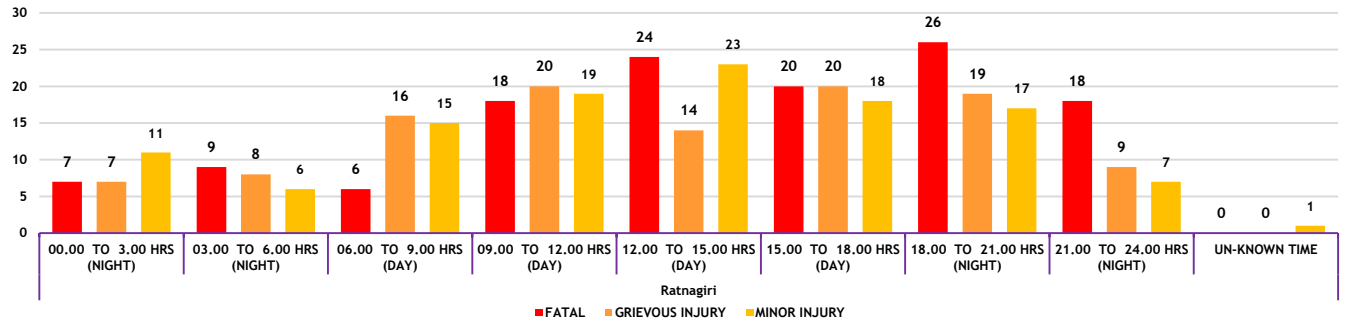
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



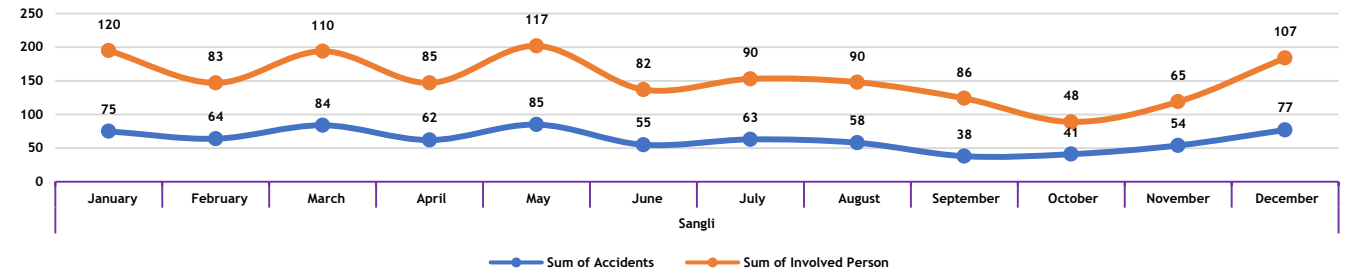
ACCIDENTS ACCORDING TO TIME



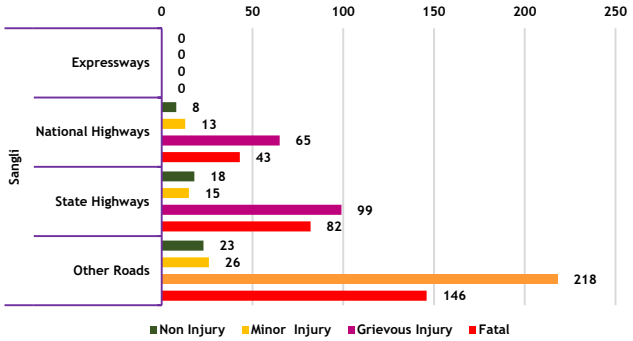
SANGLI-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

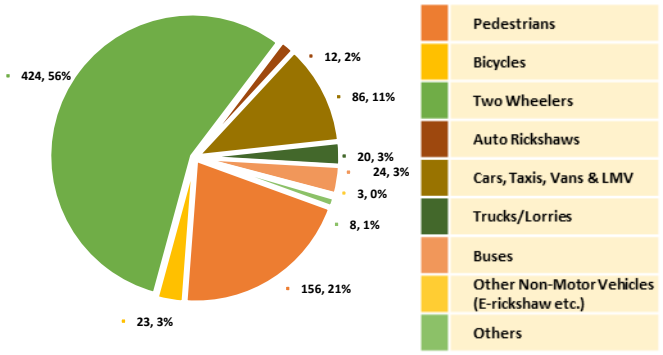
MONTH-WISE ACCIDENTS GRAPH



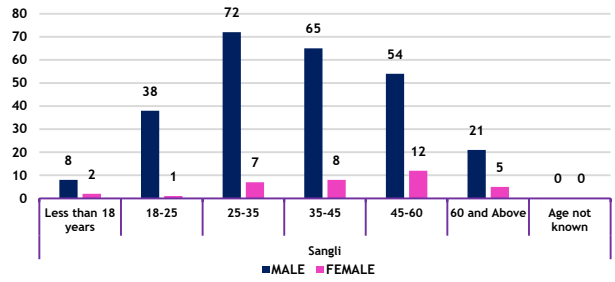
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

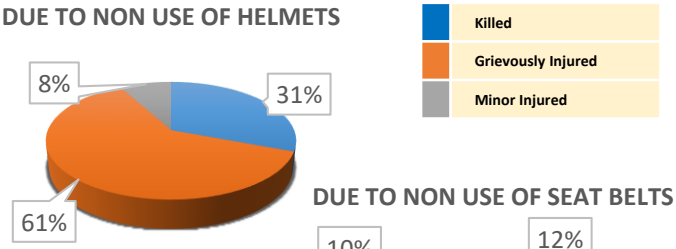


AGE AND GENDER (KILLED)

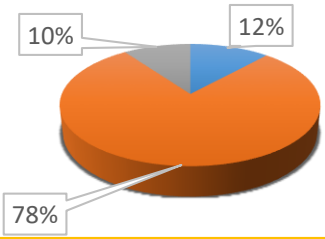


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

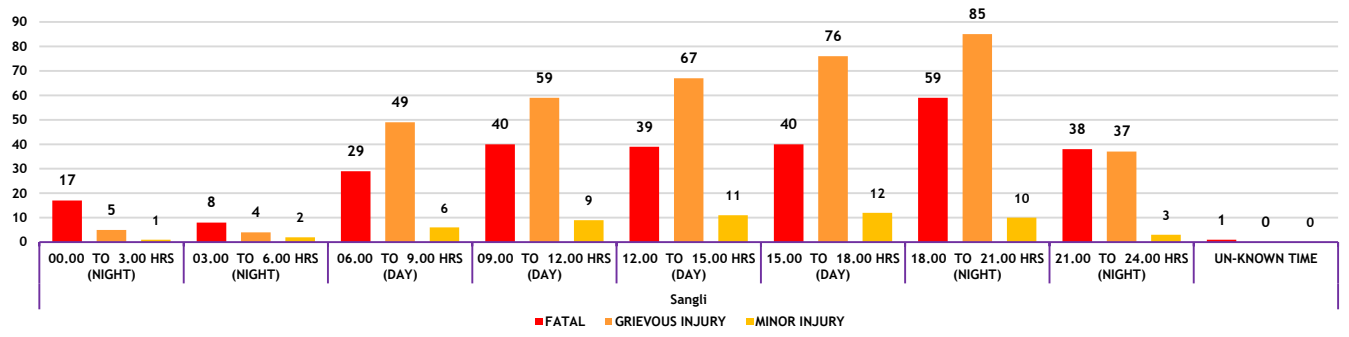
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



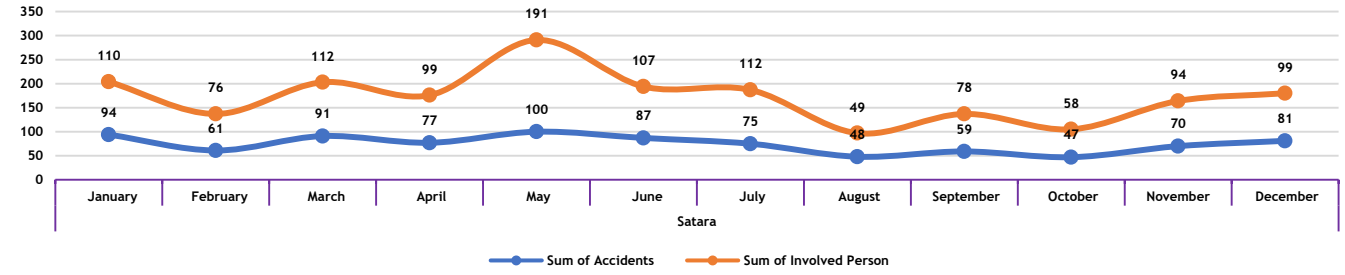
ACCIDENTS ACCORDING TO TIME



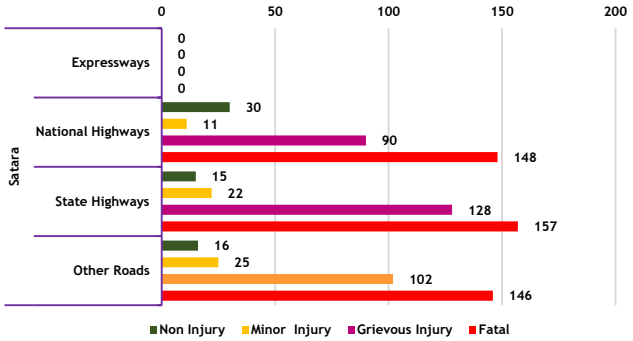
SATARA-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

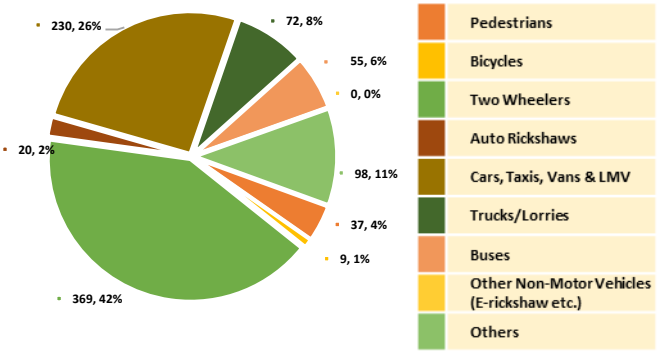
MONTH-WISE ACCIDENTS GRAPH



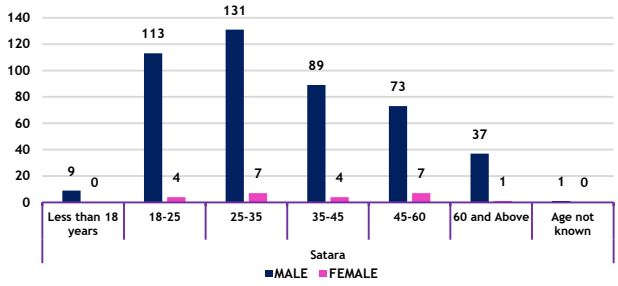
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

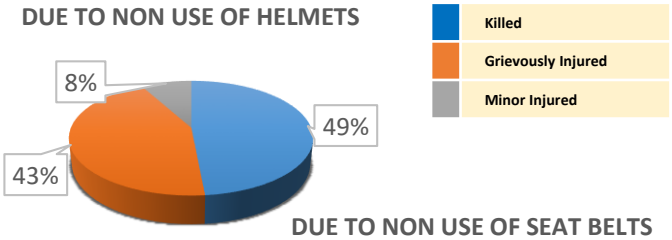


AGE AND GENDER (KILLED)

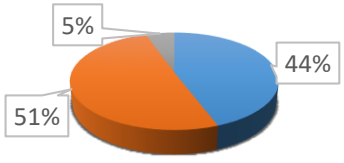


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

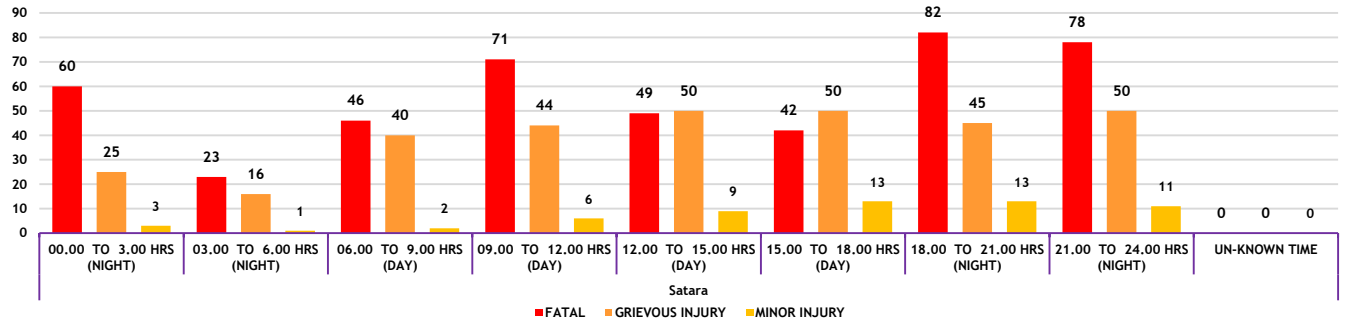
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



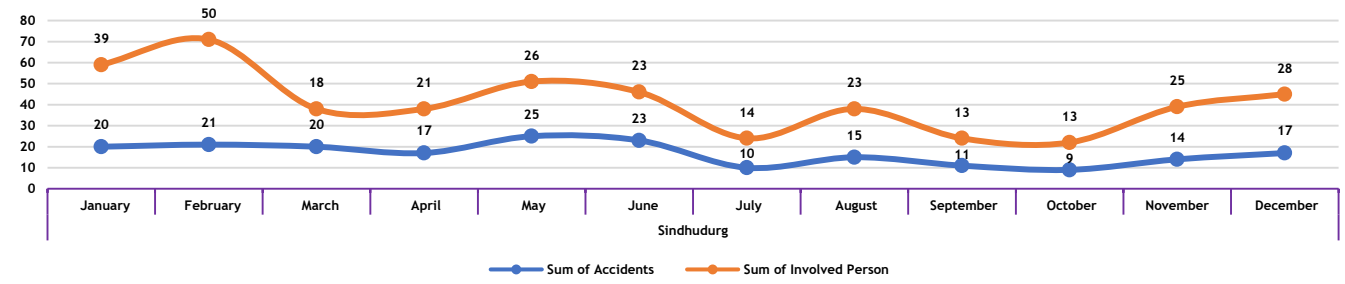
ACCIDENTS ACCORDING TO TIME



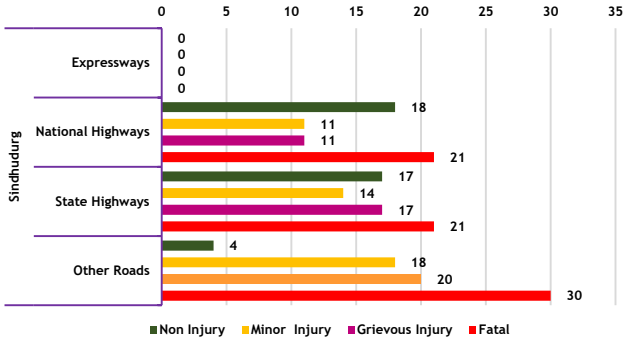
SINDHUDURG-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

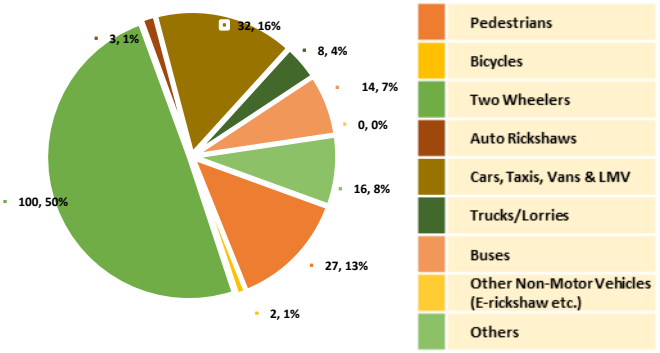
MONTH-WISE ACCIDENTS GRAPH



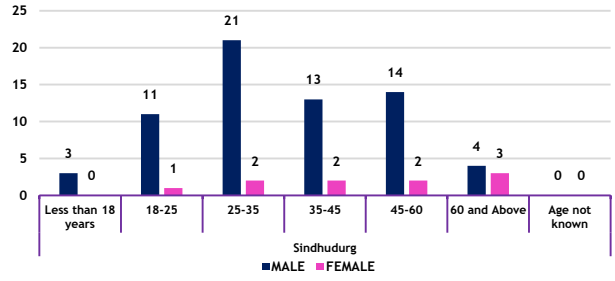
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

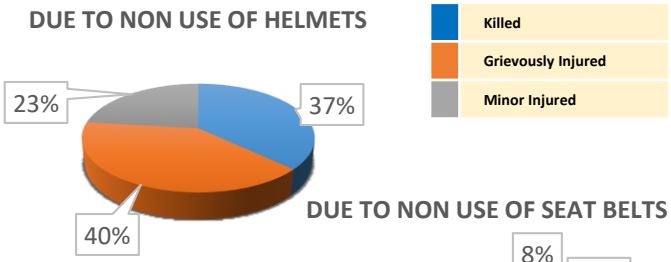


AGE AND GENDER (KILLED)

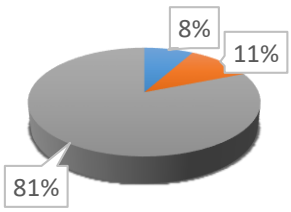


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

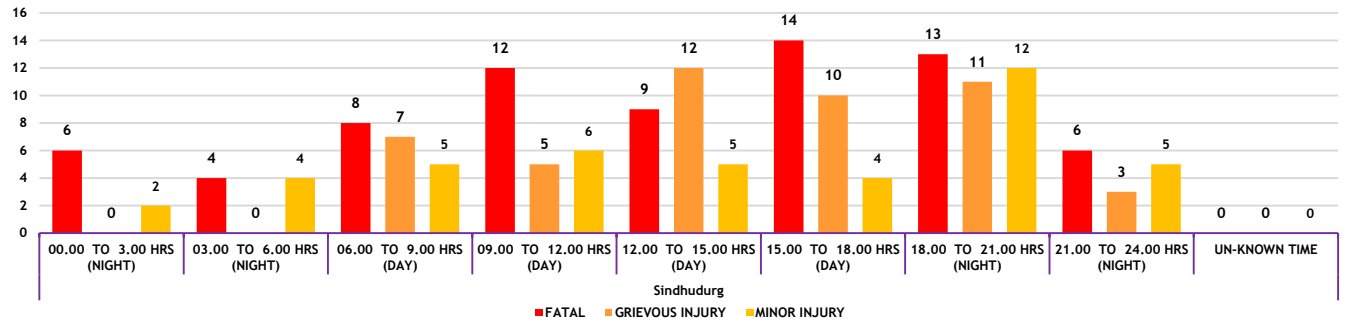
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



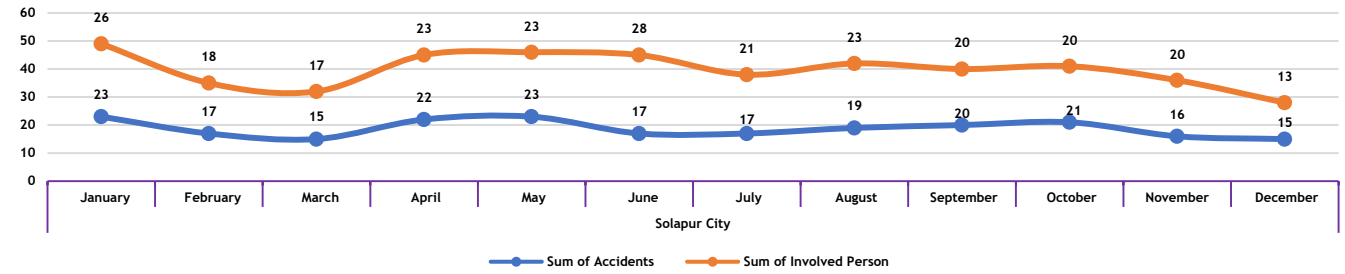
ACCIDENTS ACCORDING TO TIME



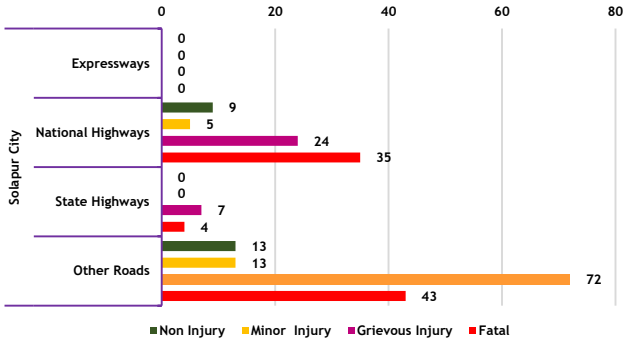
SOLAPUR CITY-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

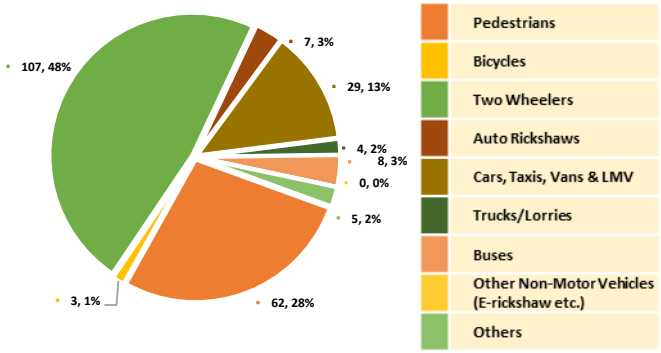
MONTH-WISE ACCIDENTS GRAPH



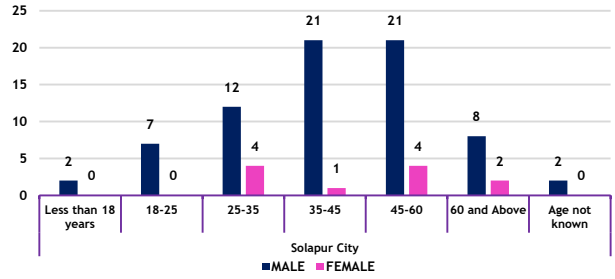
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

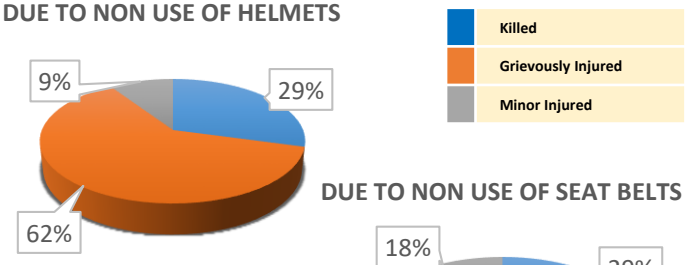


AGE AND GENDER (KILLED)

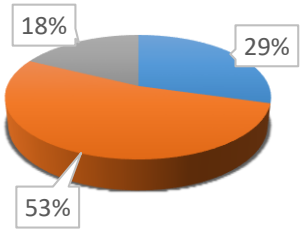


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

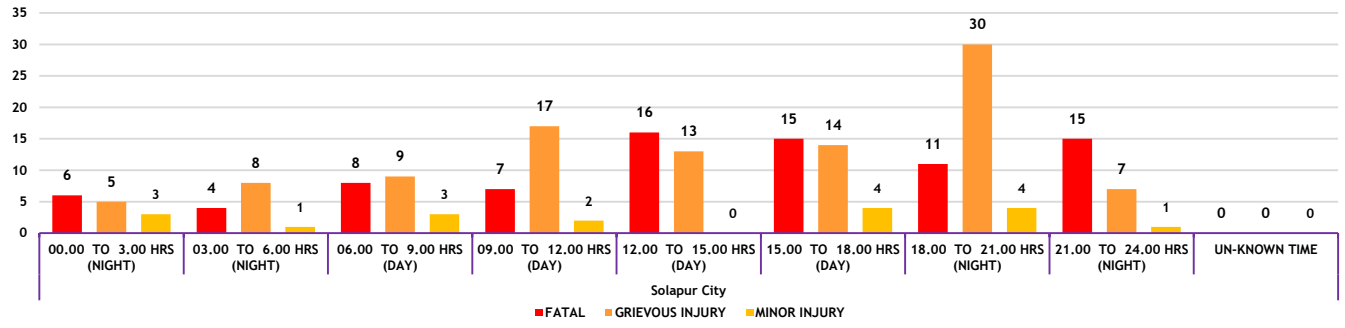
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



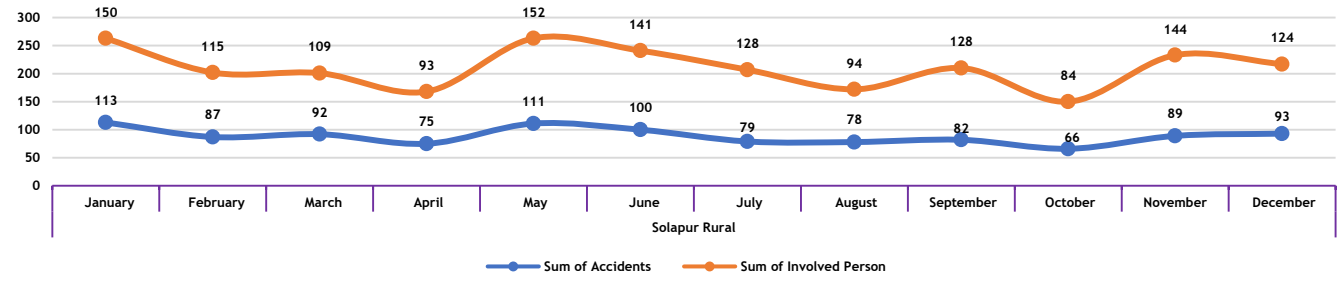
ACCIDENTS ACCORDING TO TIME



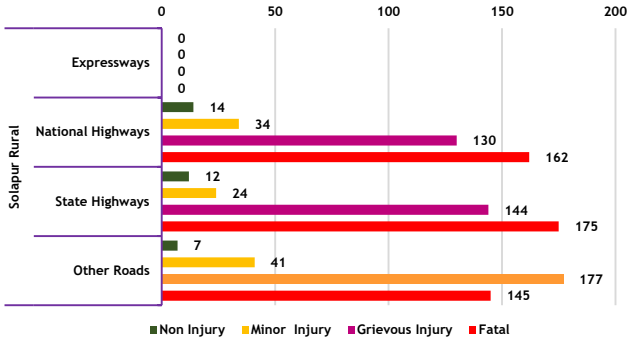
SOLAPUR RURAL-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

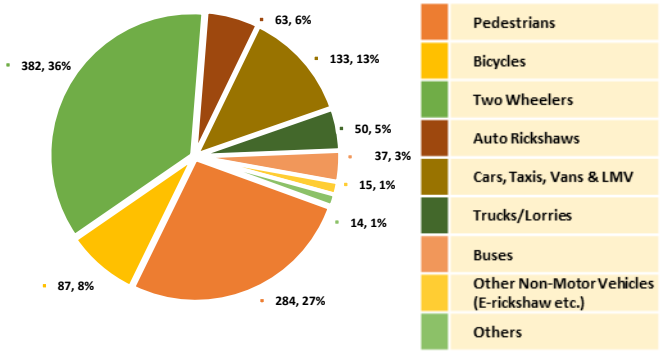
MONTH-WISE ACCIDENTS GRAPH



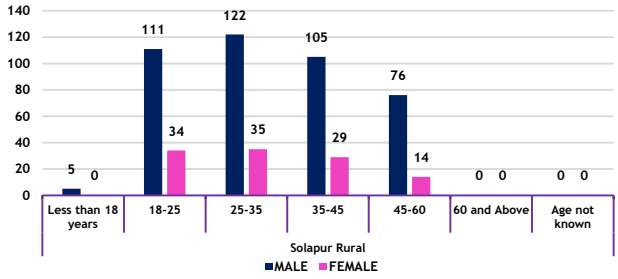
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

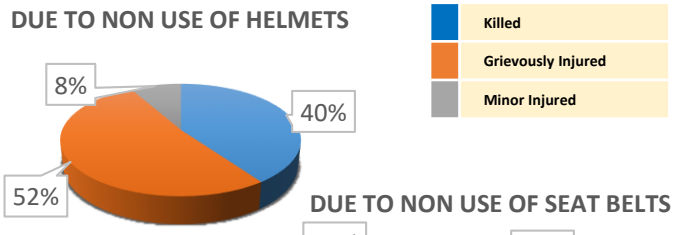


AGE AND GENDER (KILLED)

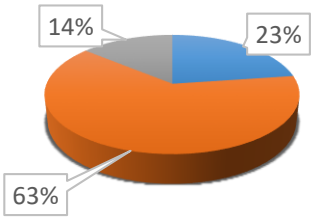


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

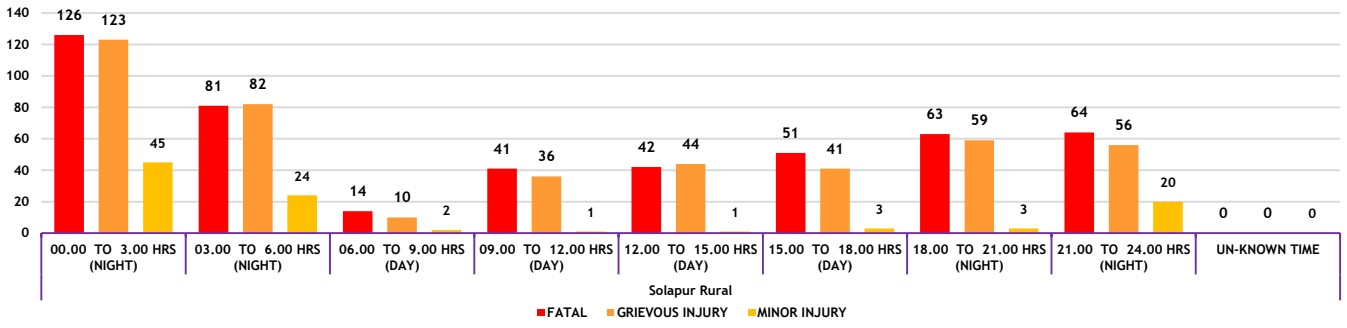
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



ACCIDENTS ACCORDING TO TIME



THANE CITY-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
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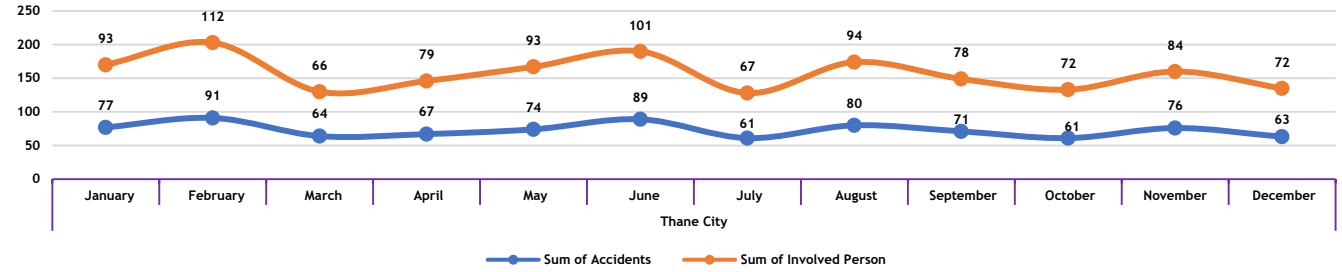
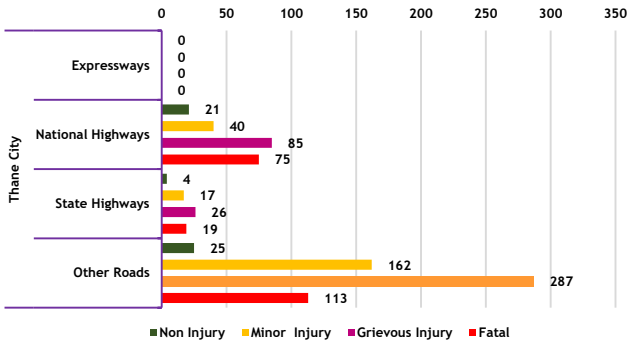
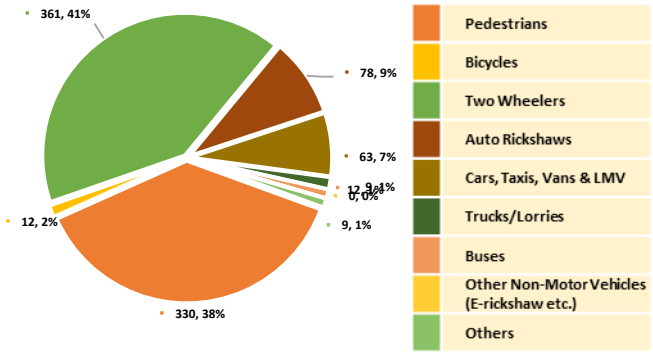
MONTH-WISE ACCIDENTS GRAPH



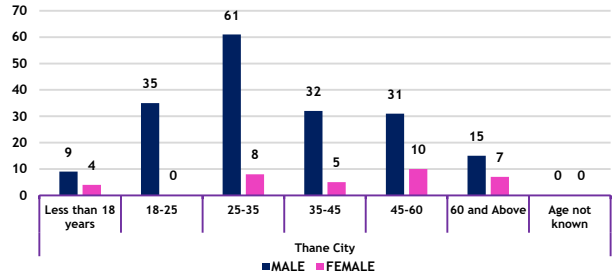
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

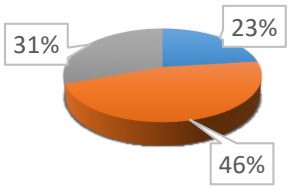


AGE AND GENDER (KILLED)

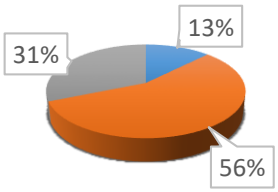


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

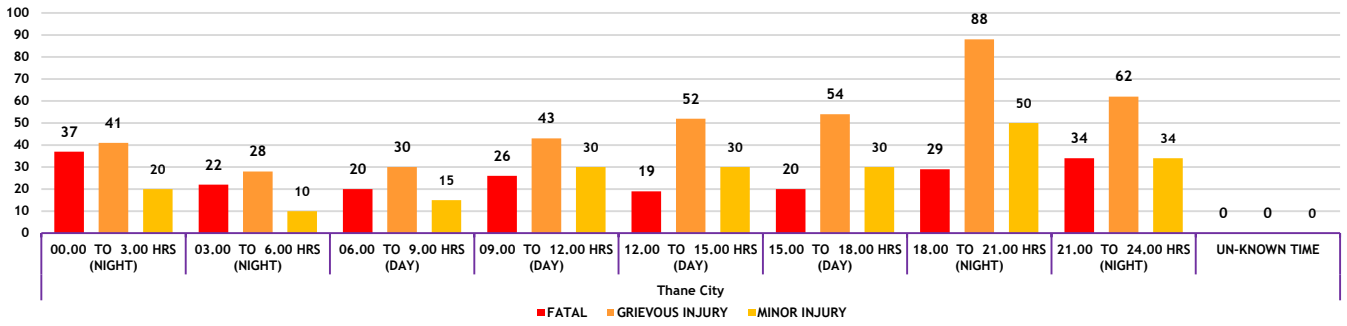
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



ACCIDENTS ACCORDING TO TIME



THANE RURAL-2019

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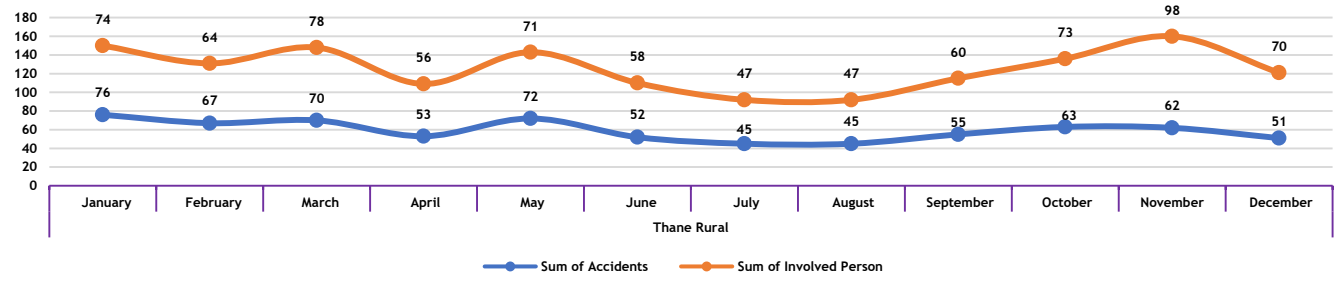
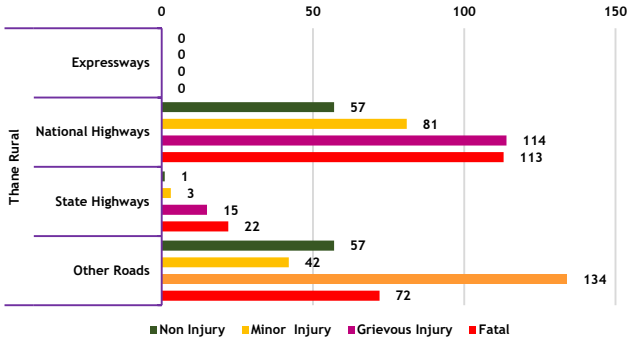
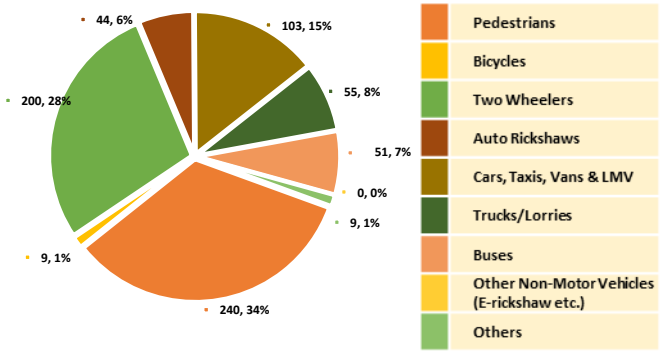
MONTH-WISE ACCIDENTS GRAPH



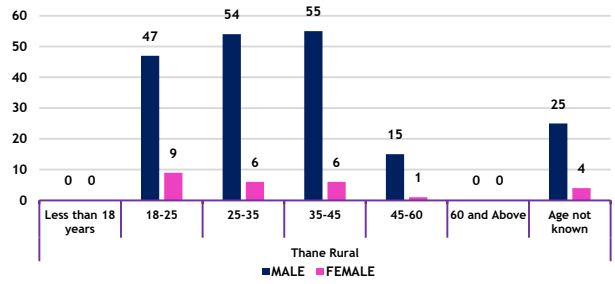
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

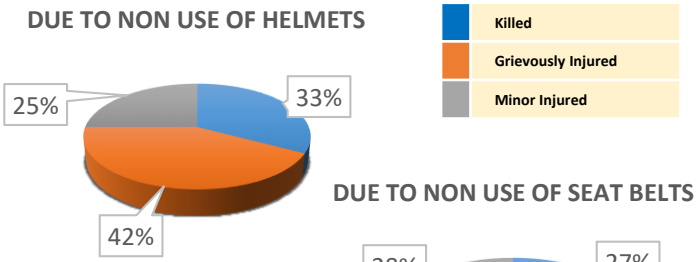


AGE AND GENDER (KILLED)

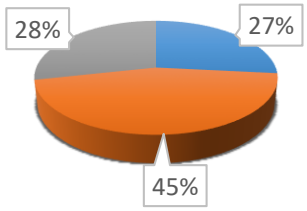


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

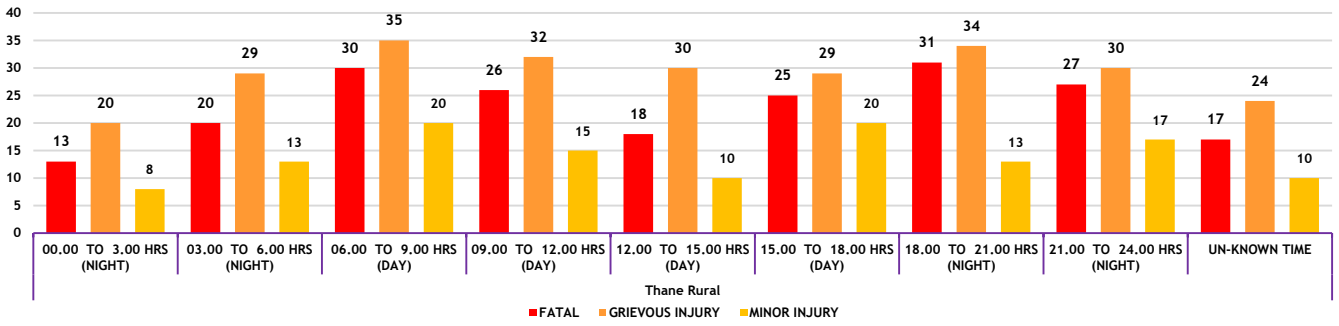
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



ACCIDENTS ACCORDING TO TIME



WARDHA-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
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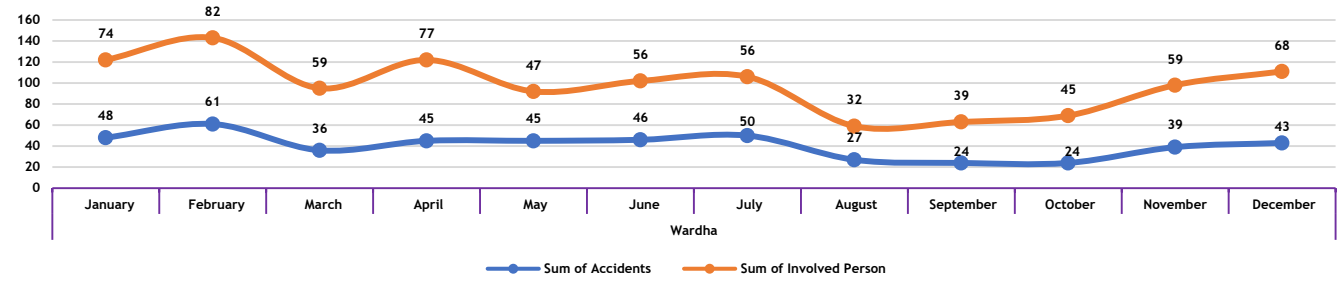
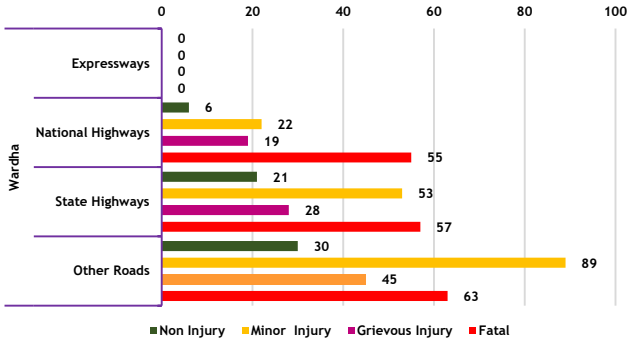
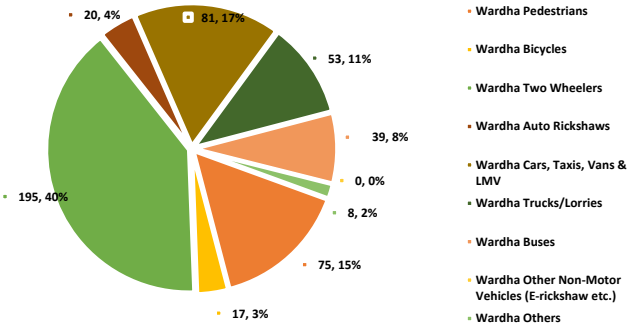
MONTH-WISE ACCIDENTS GRAPH



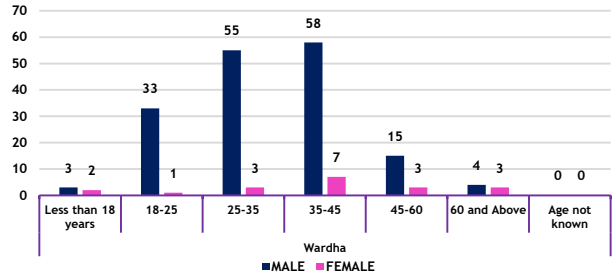
ACCIDENTS ACCORDING TO ROAD



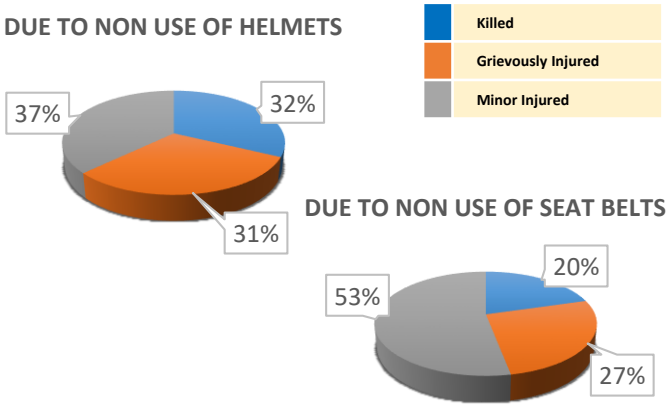
ACCIDENTS ACCORDING TO TRANSPORT



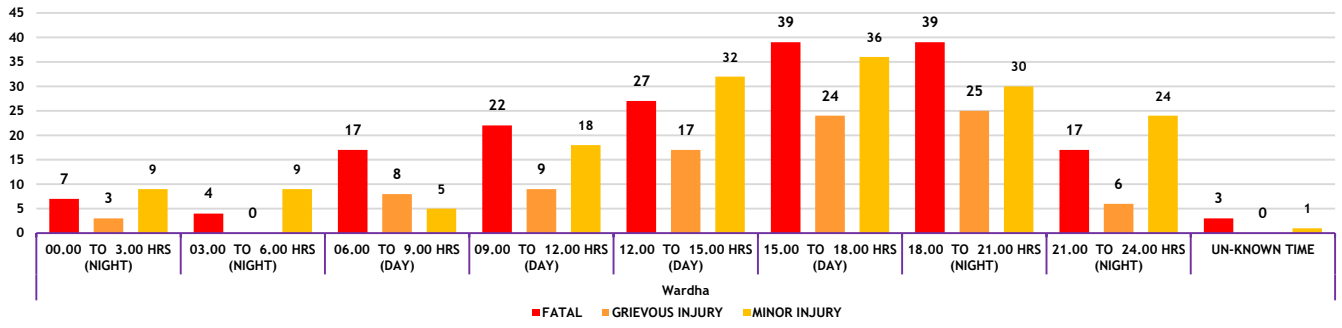
AGE AND GENDER (KILLED)



ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



ACCIDENTS ACCORDING TO TIME



WASHIM-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
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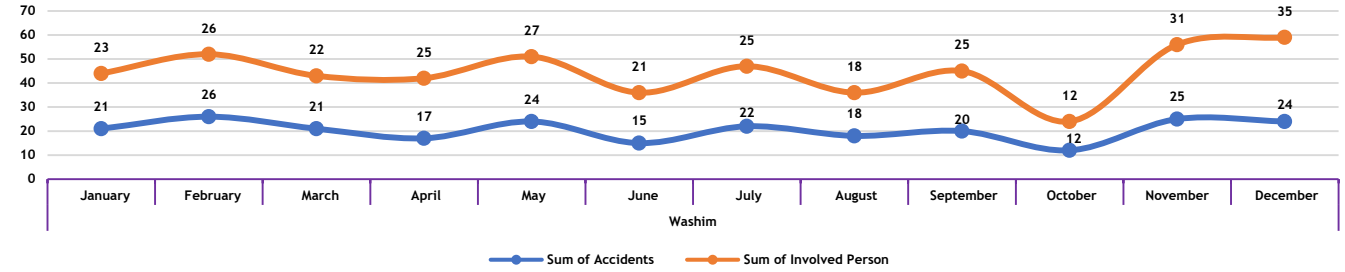
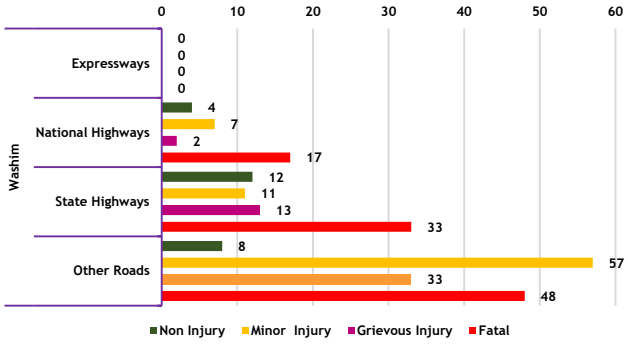
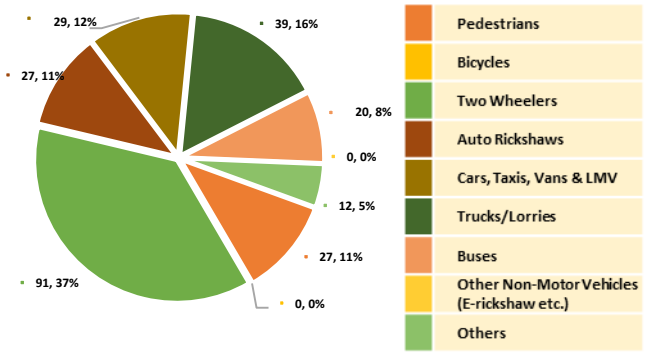
MONTH-WISE ACCIDENTS GRAPH



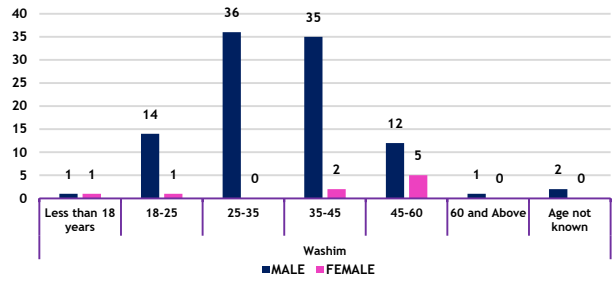
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

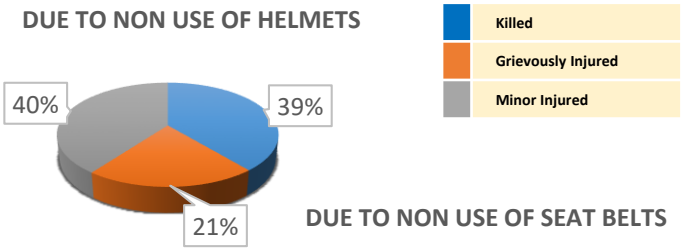


AGE AND GENDER (KILLED)

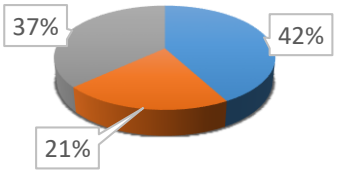


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

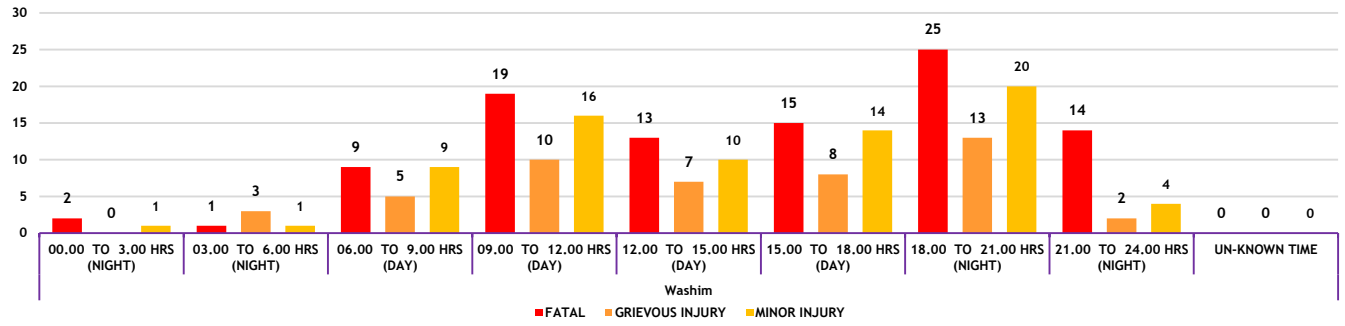
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS



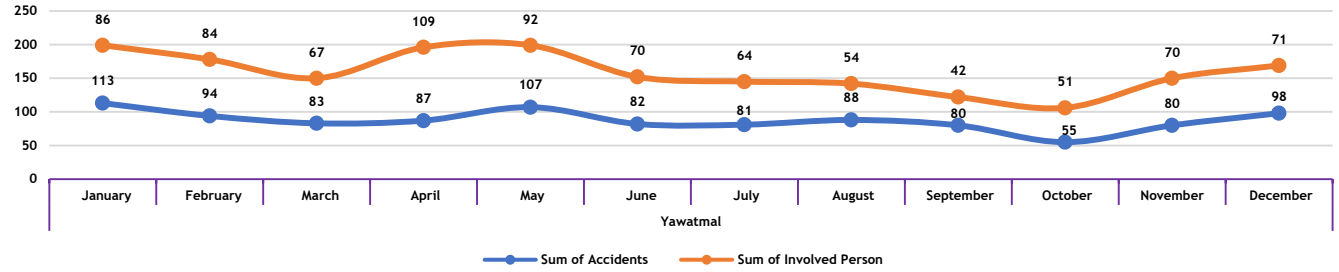
ACCIDENTS ACCORDING TO TIME



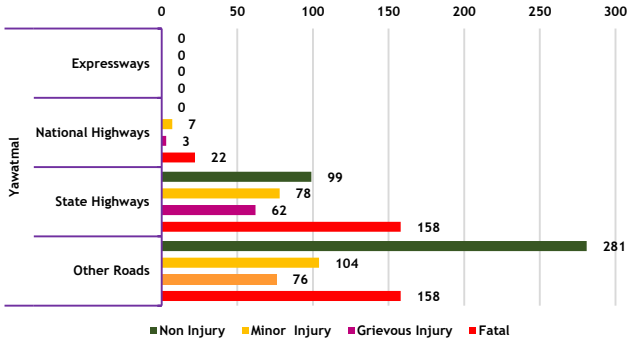
YAVATMAL-2019

- Most Fatalities have occurred between **18:00 hrs. to 21:00 hrs.**
- Higher Fatalities are occurred on **State Highway roads.**
- **Two-Wheelers drivers** are the most vulnerable of all victims.
- Victims of Fatal accidents are predominantly man aged between **35-45 years** olds.

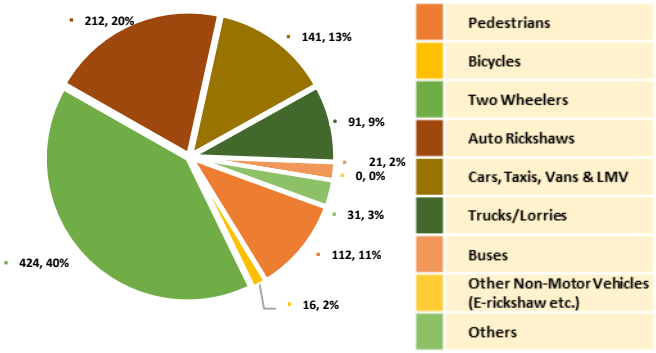
MONTH-WISE ACCIDENTS GRAPH



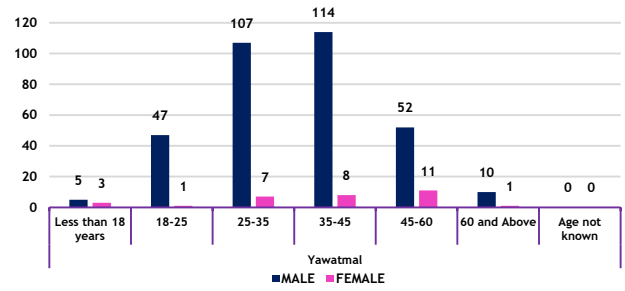
ACCIDENTS ACCORDING TO ROAD



ACCIDENTS ACCORDING TO TRANSPORT

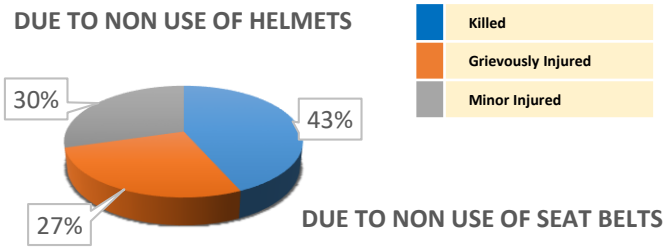


AGE AND GENDER (KILLED)

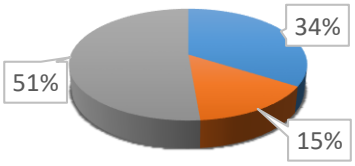


ACCIDENTS ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

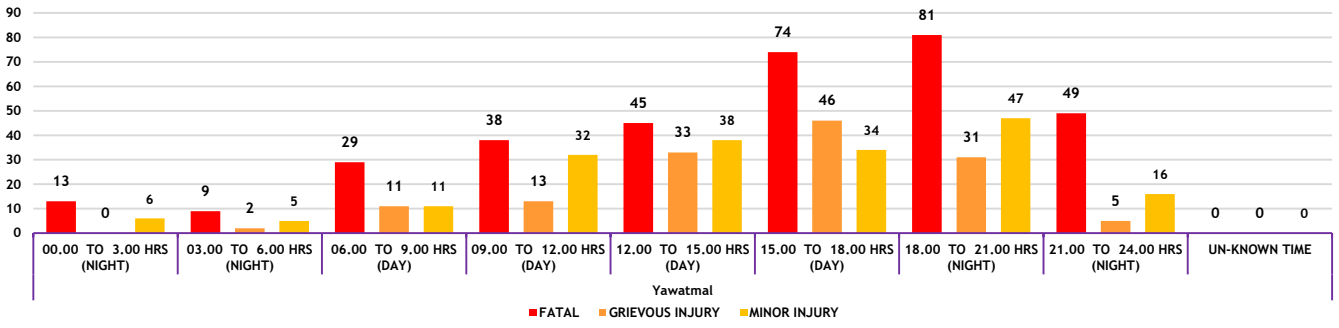
DUE TO NON USE OF HELMETS



DUE TO NON USE OF SEAT BELTS

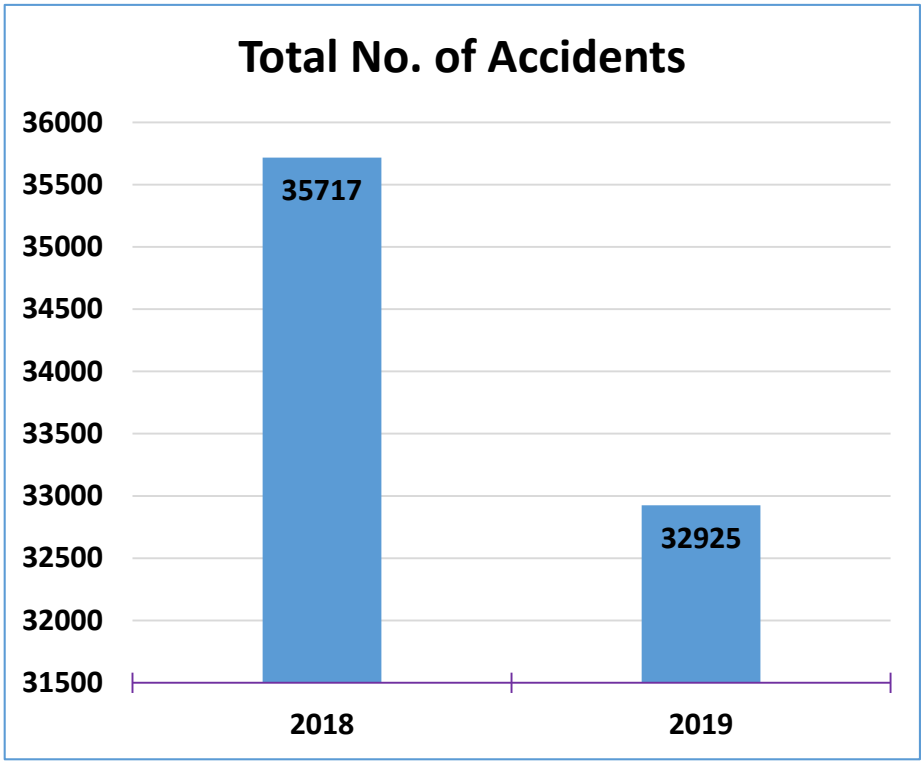


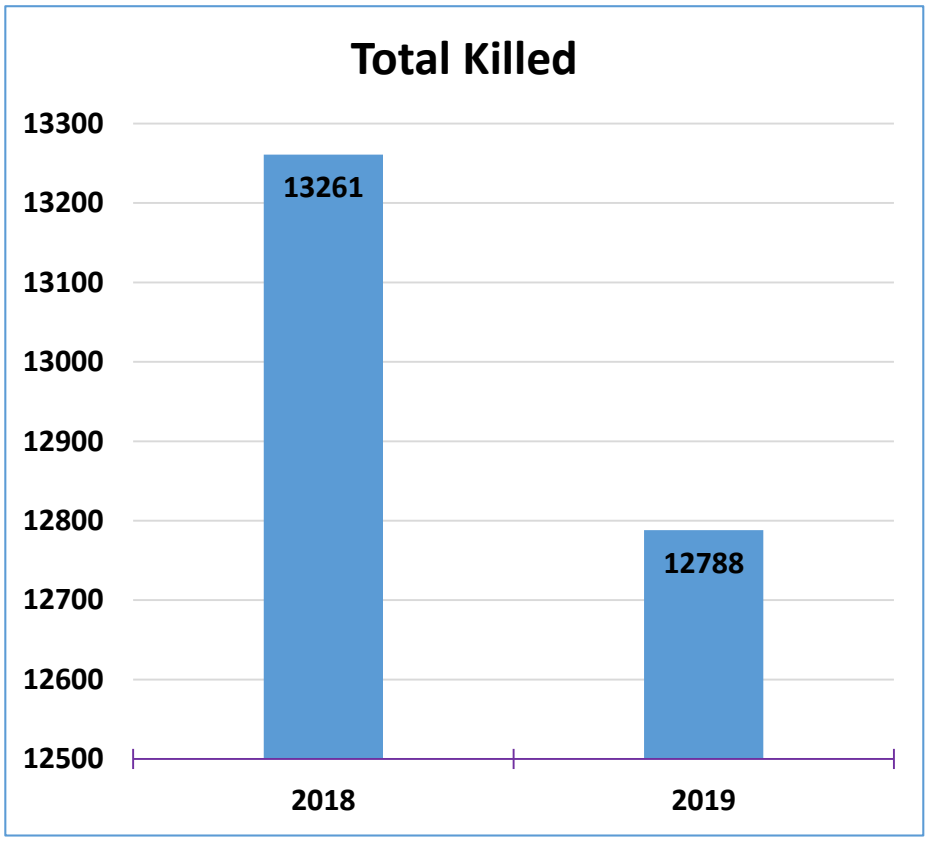
ACCIDENTS ACCORDING TO TIME



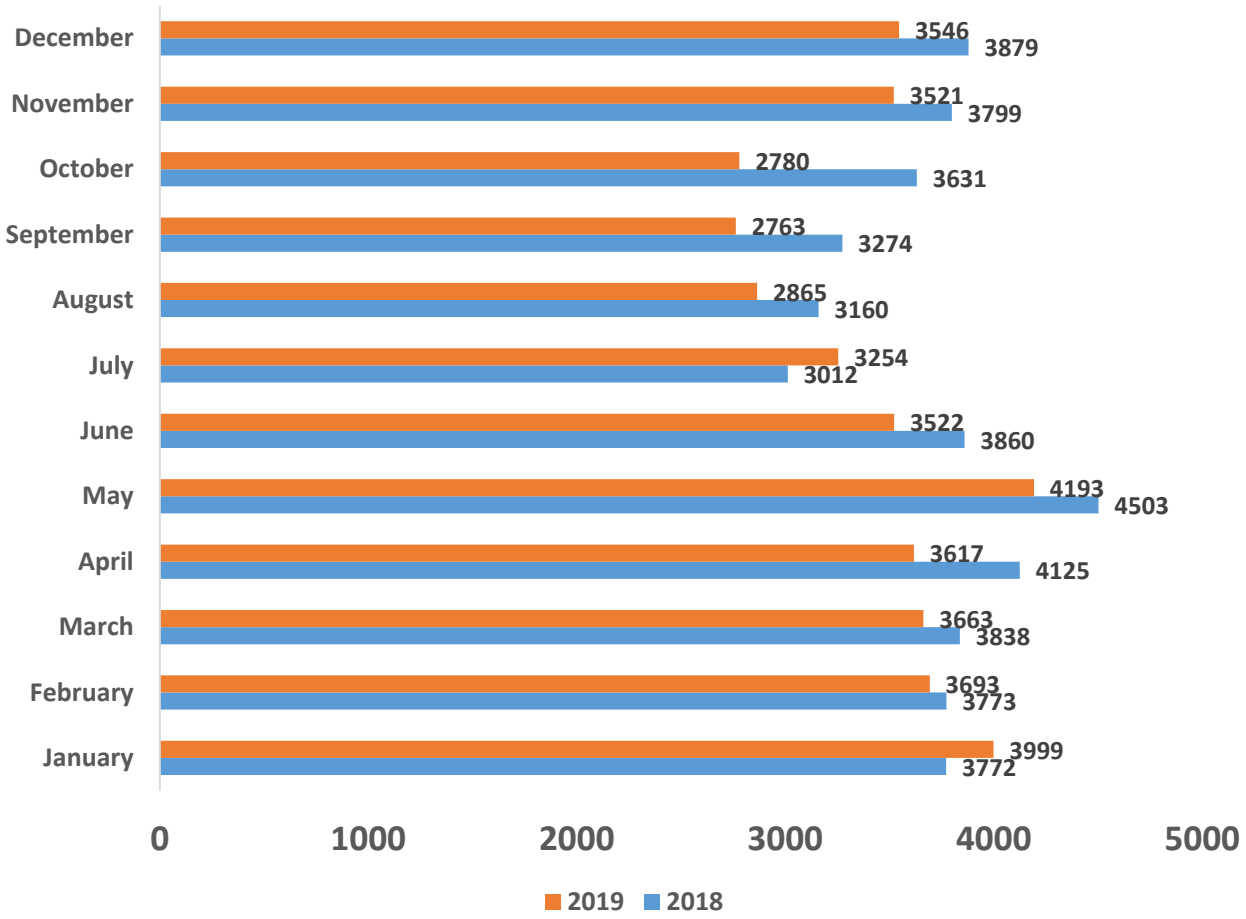
COMPARISON CHARTS 2018 V/S 2019

COMPARSION – ACCIDENTS, DEATHS

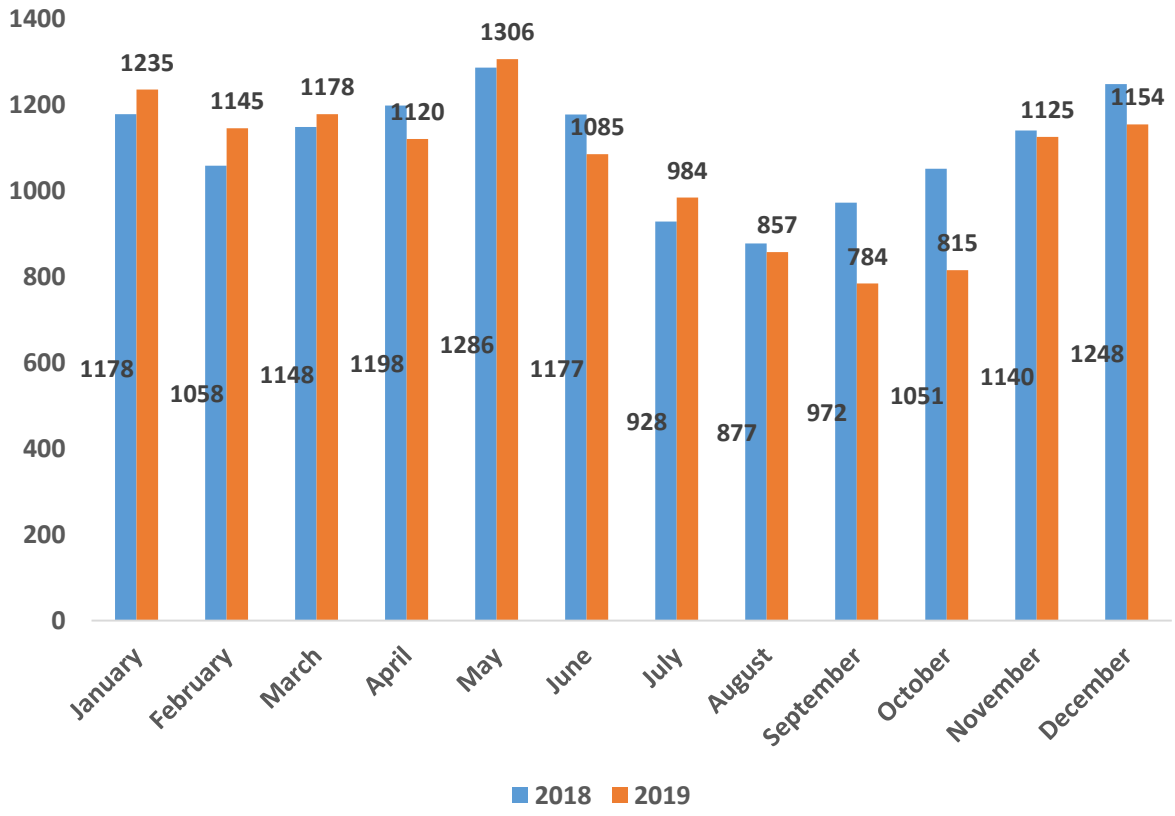




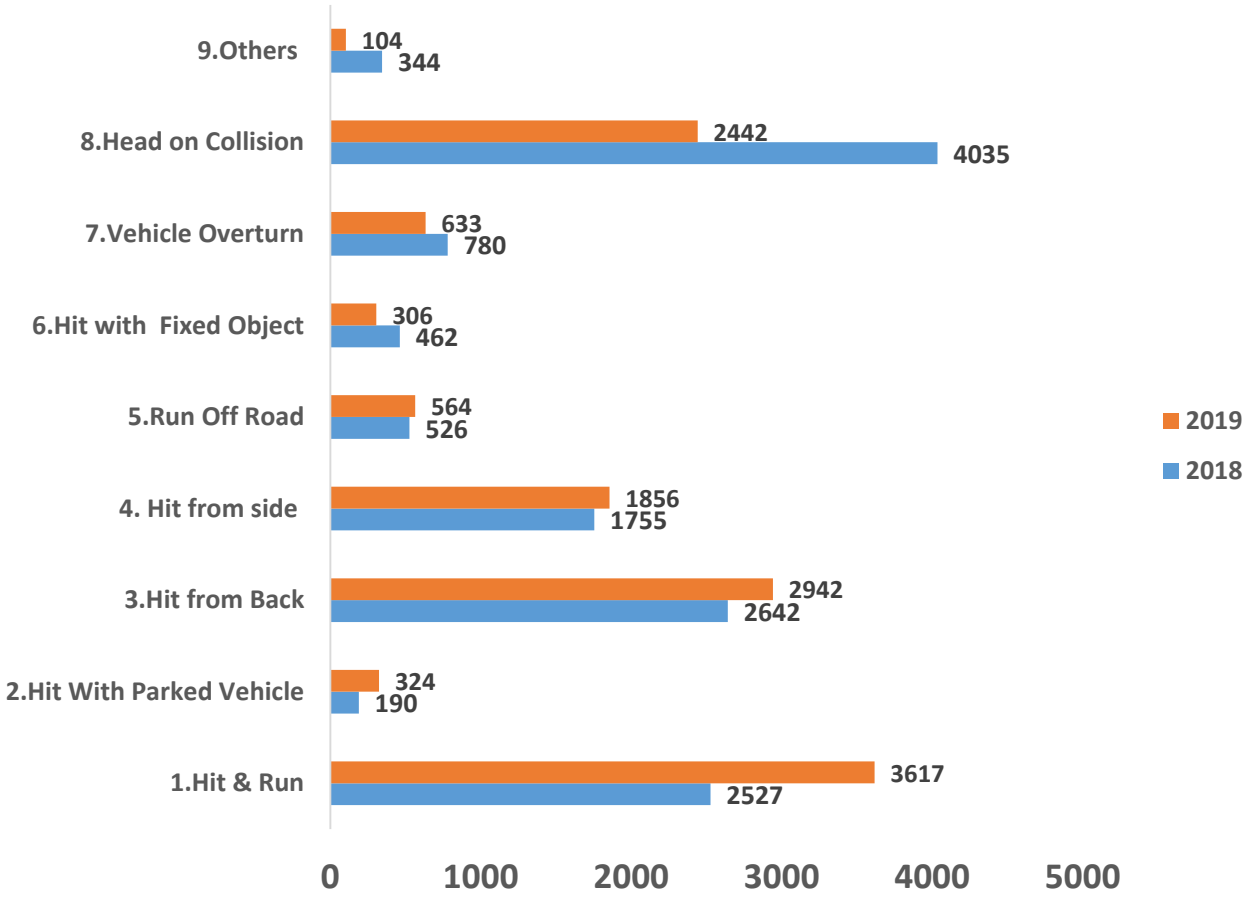
Accidents According to the month of the year



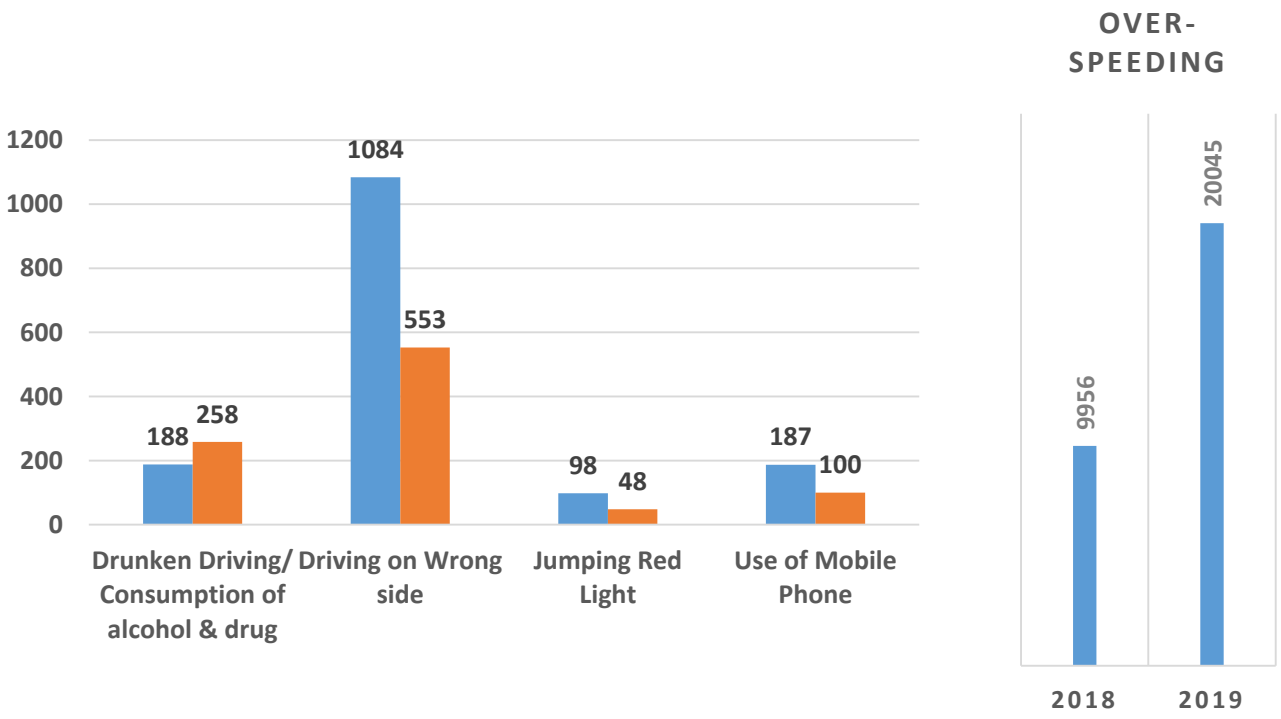
Deaths according to month of the year



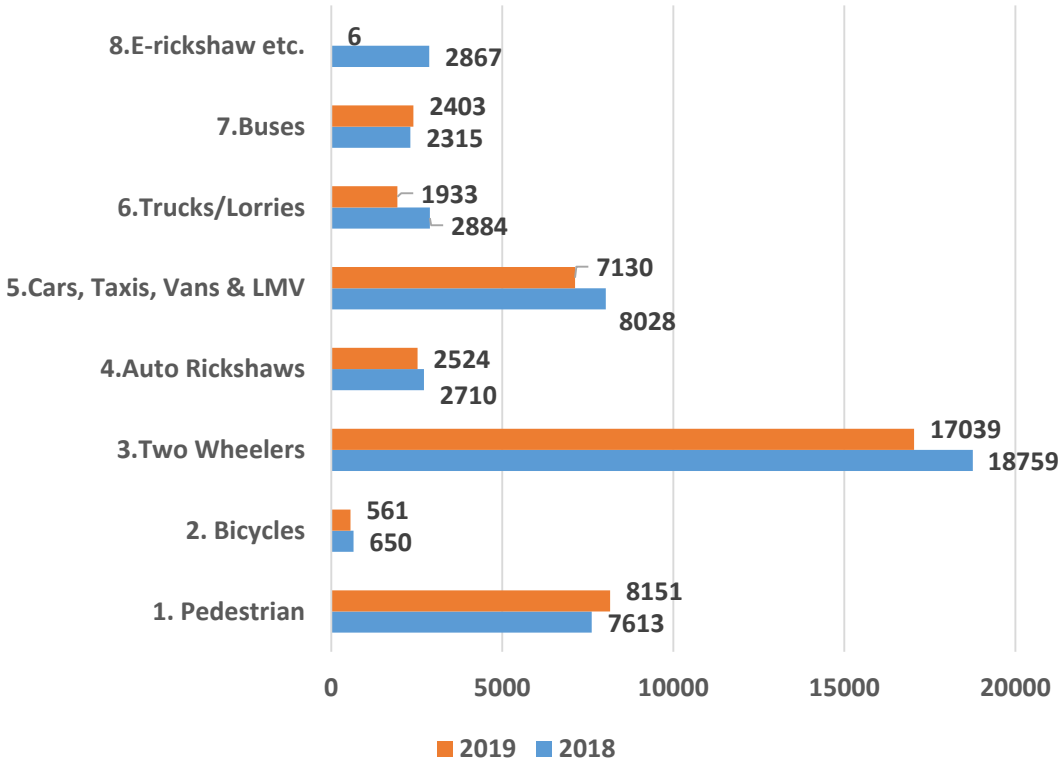
ACCIDENTS ACCORDING TO TYPE OF TRAFFIC VIOLATION



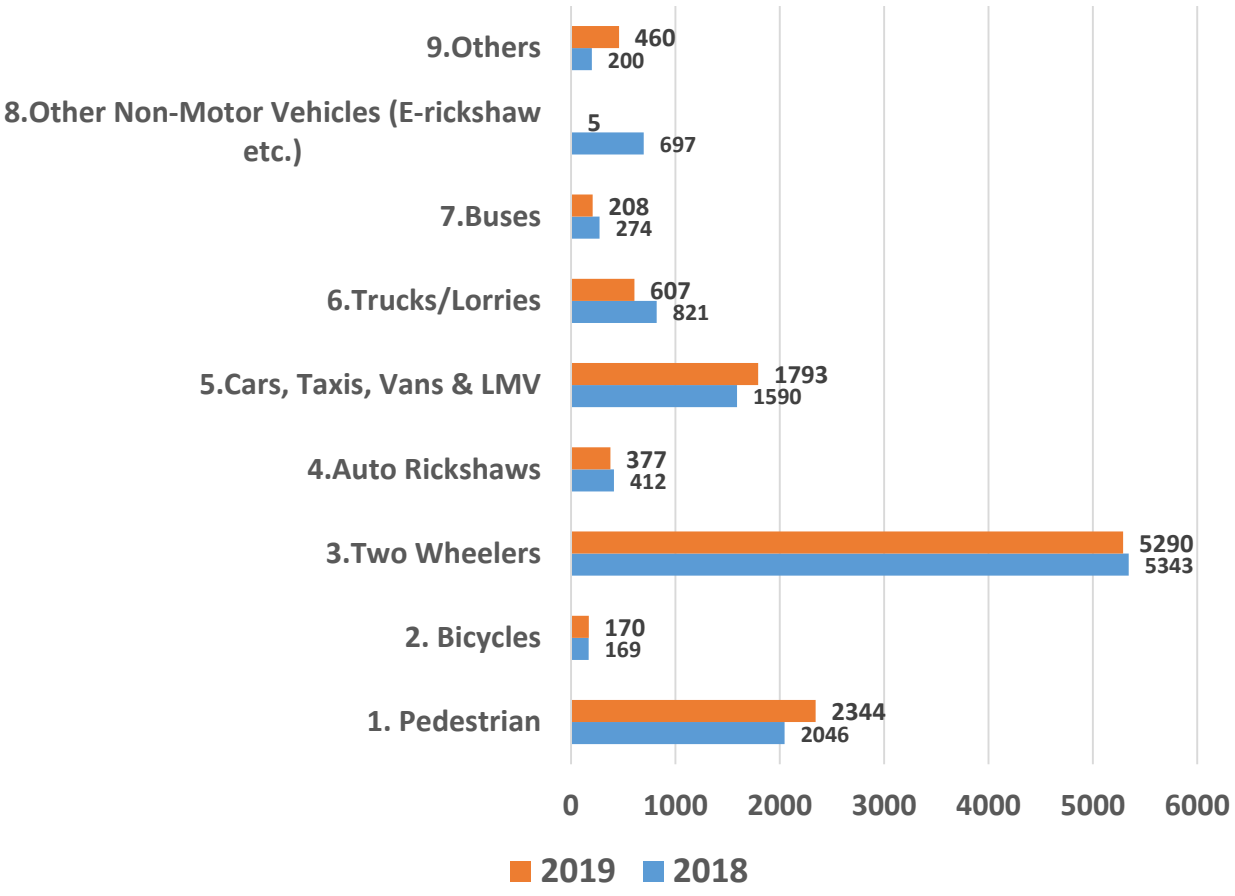
ACCIDENT ACCORDING TO TYPE OF TRAFFIC VIOLATIONS



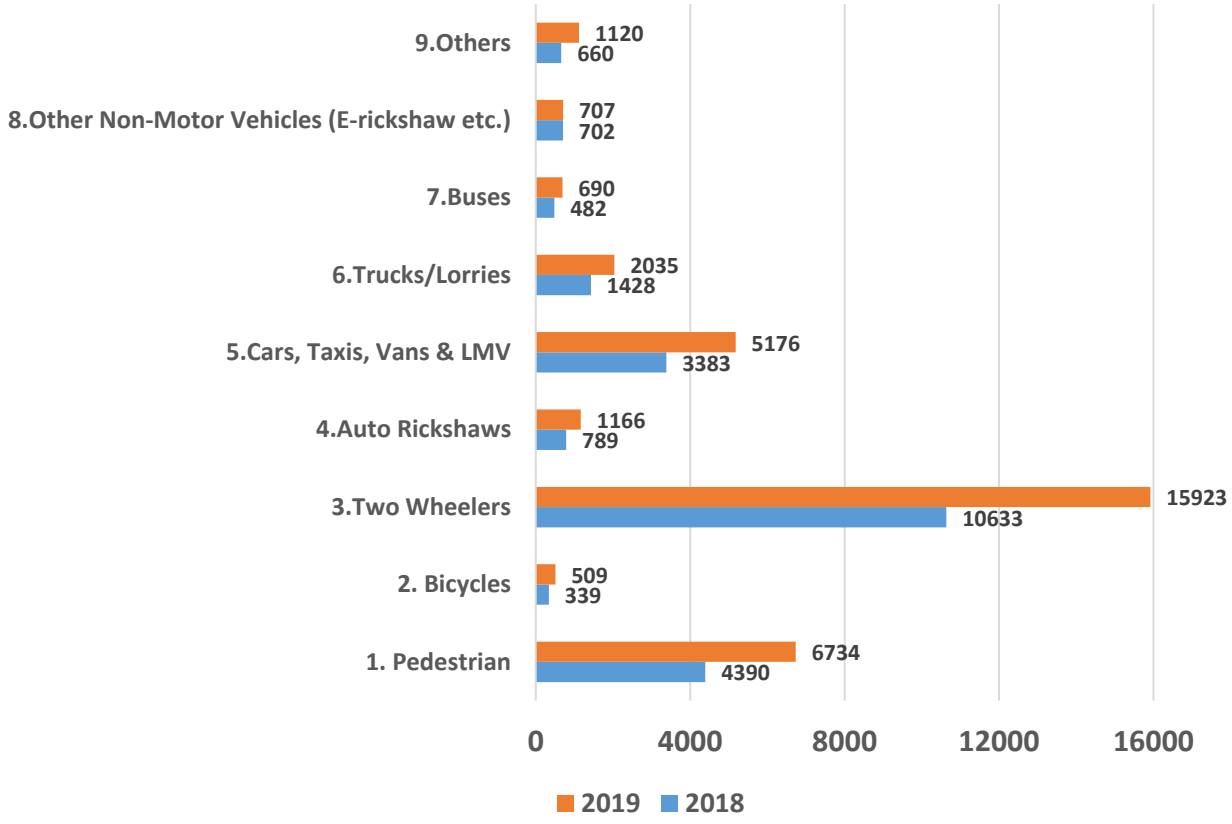
ACCIDENTS ACCORDING TO TYPE OF VECHILE



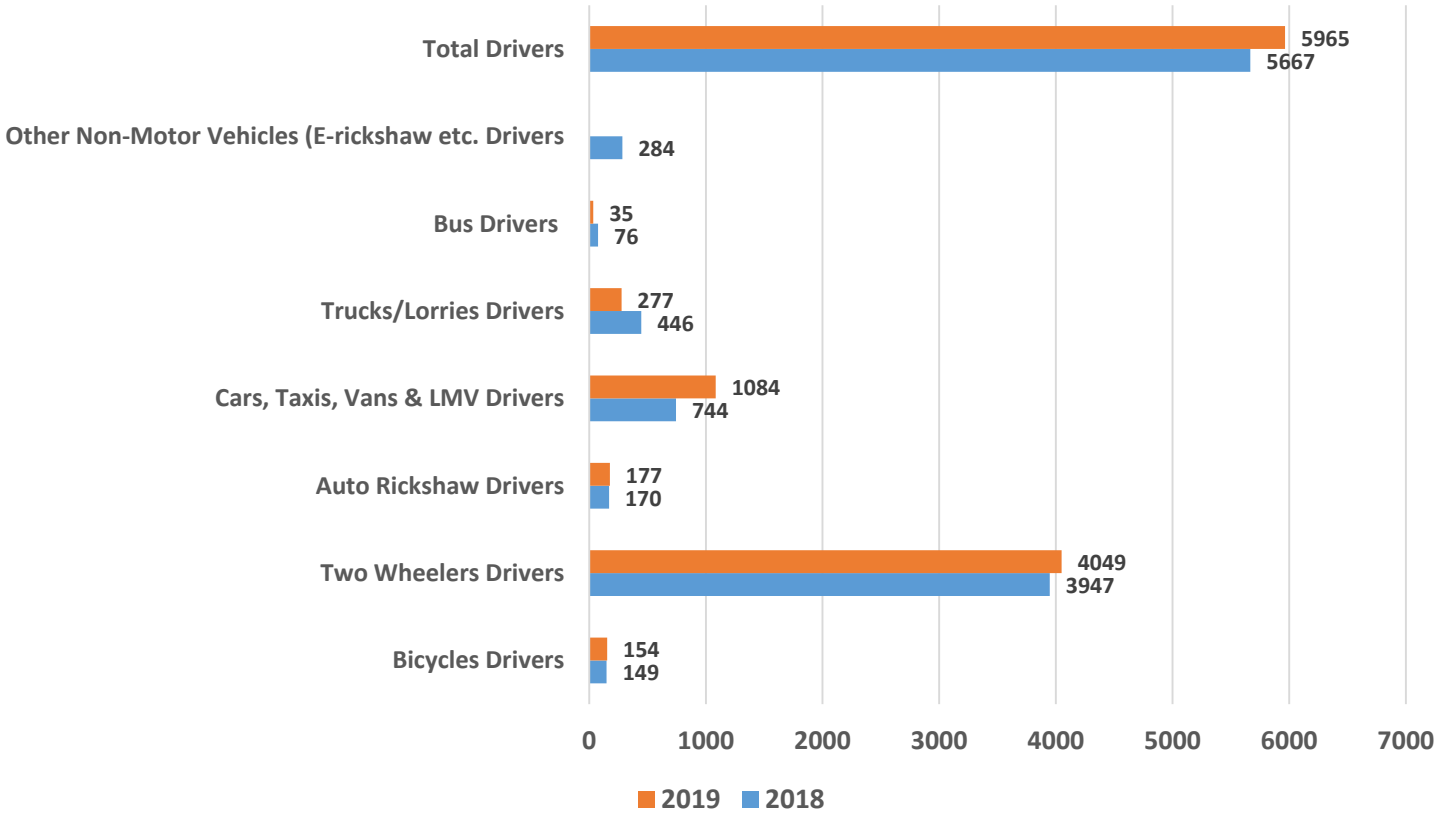
TOTAL NO. OF PEOPLE KILLED



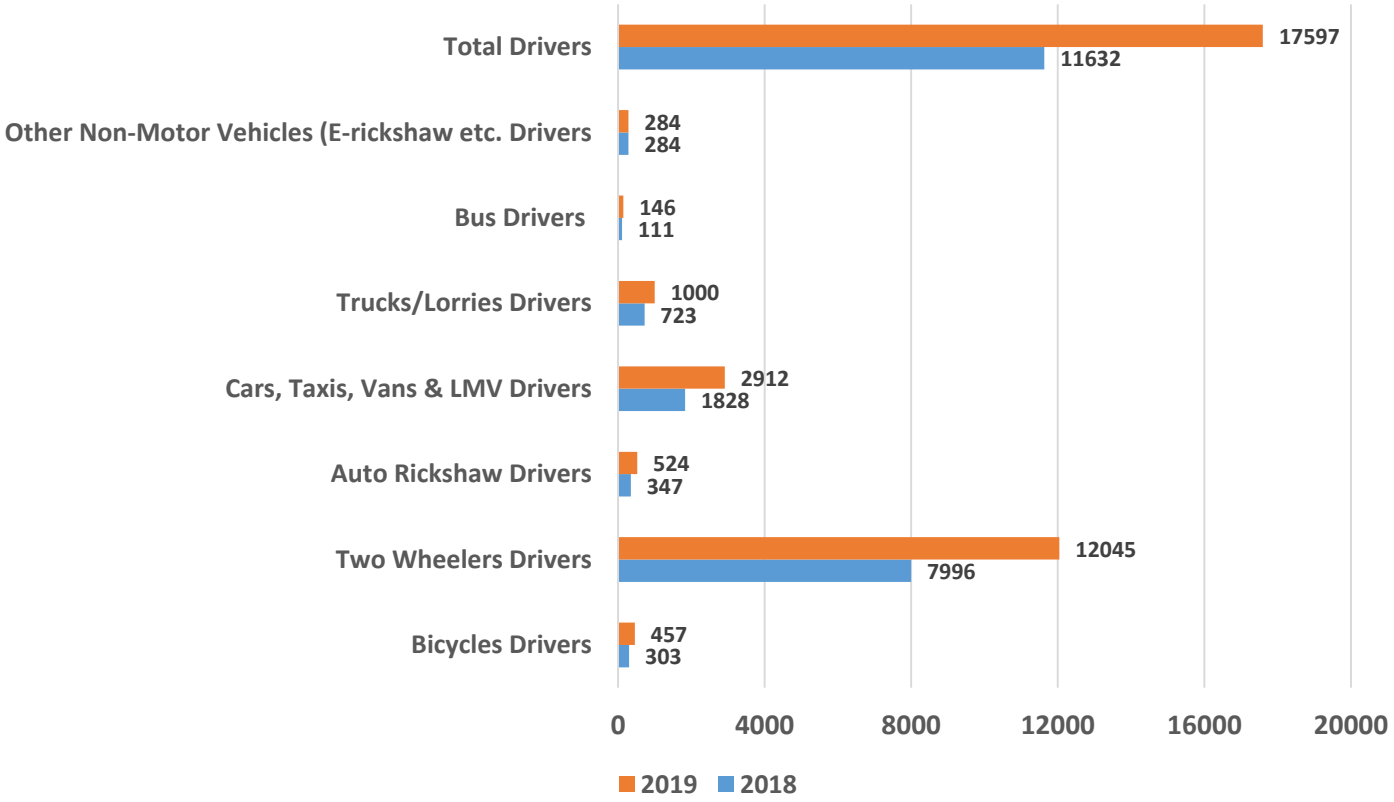
TOTAL NO. OF PEOPLE INVOLVED IN ACCIDENTS



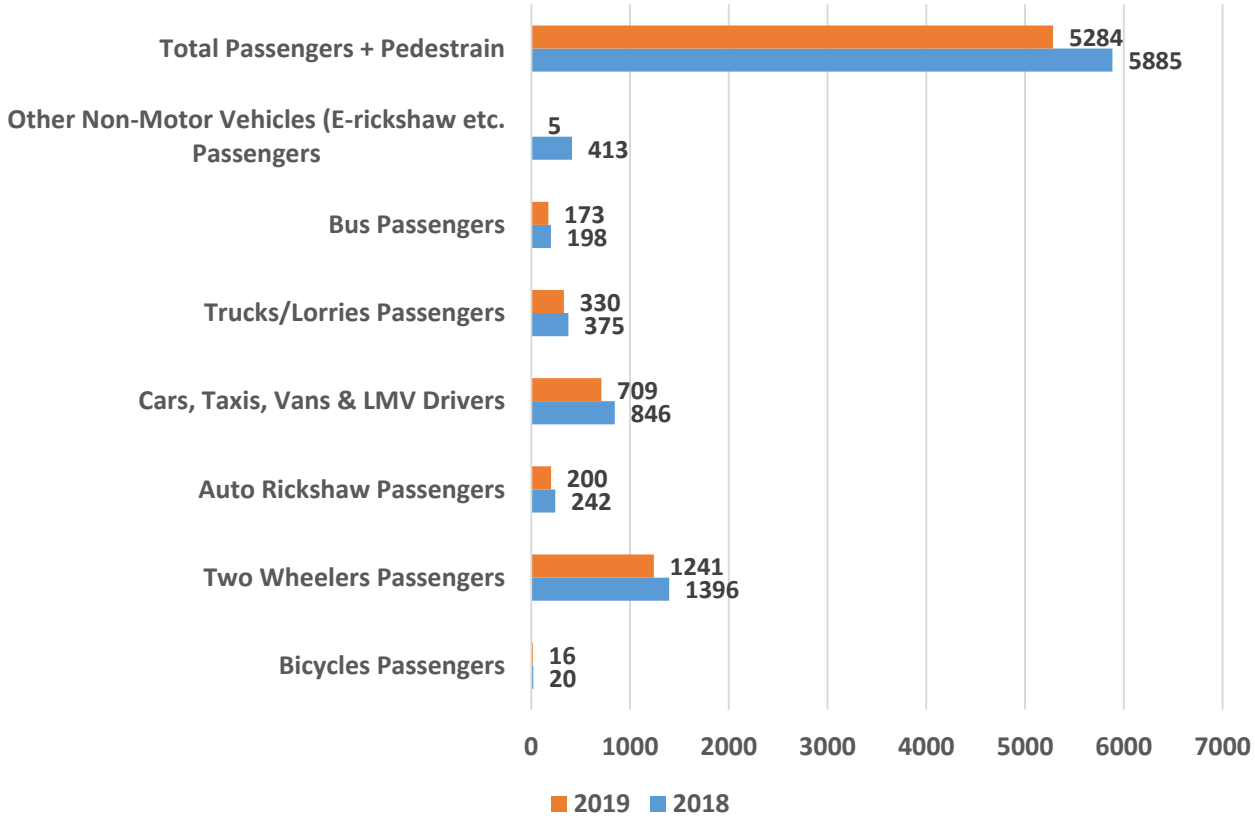
DRIVERS TOTAL KILLED



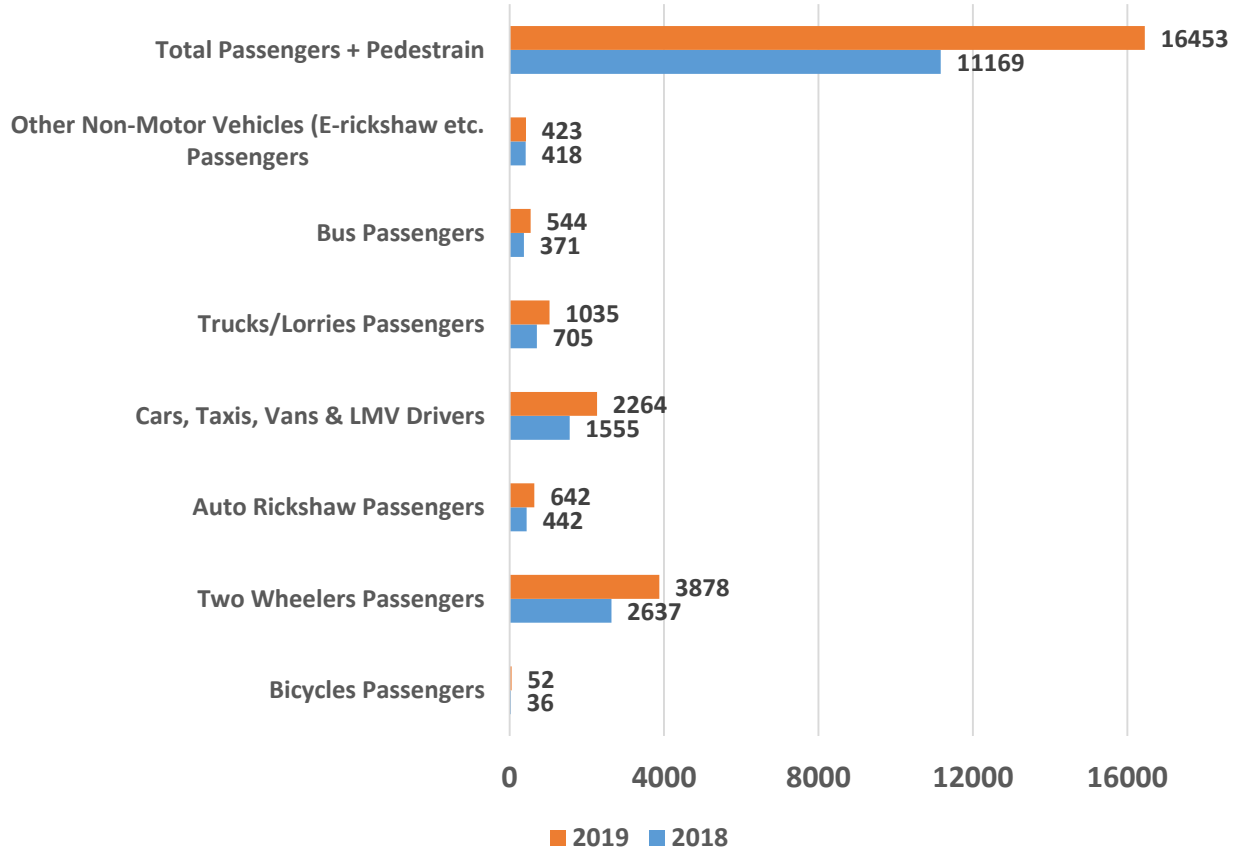
DRIVERS – TOTAL ACCIDENTS



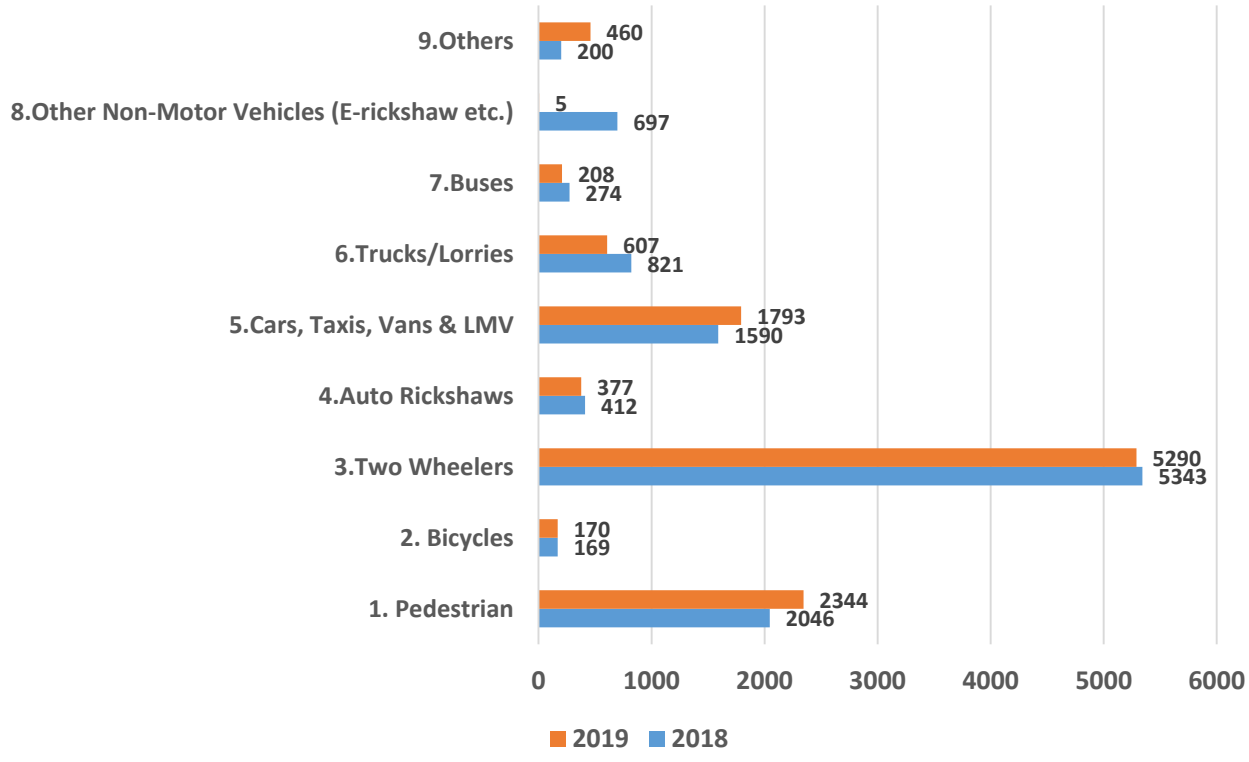
PASSENGERS - KILLED



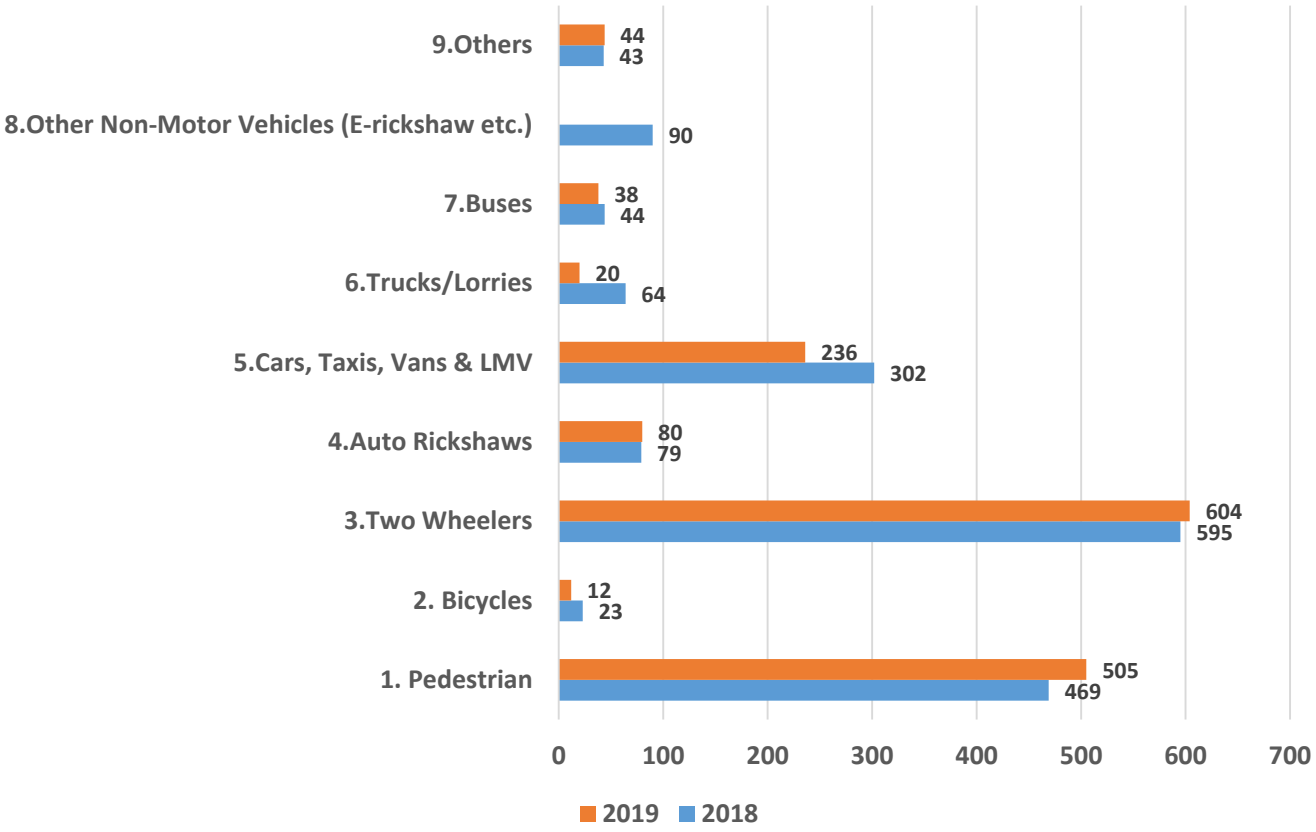
PASSENGERS TOTAL ACCIDENTS



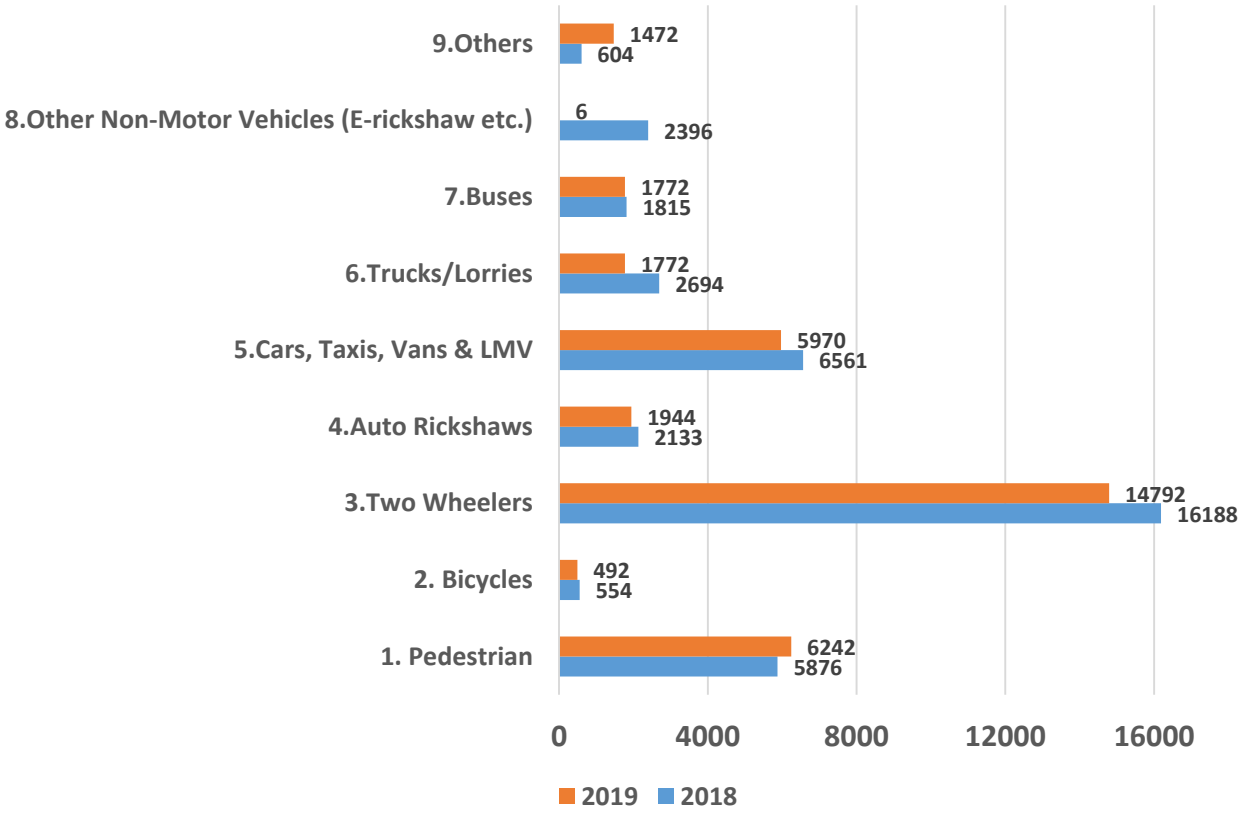
MALES - KILLED



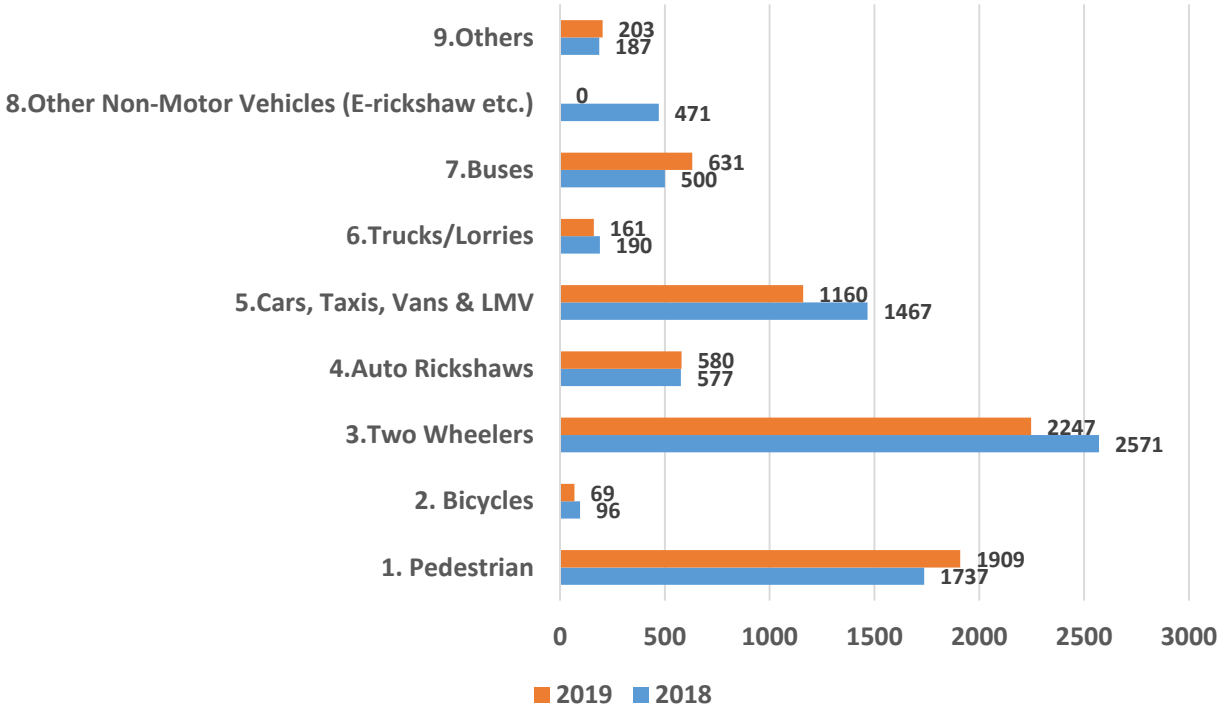
FEMALE – TOTAL KILLED



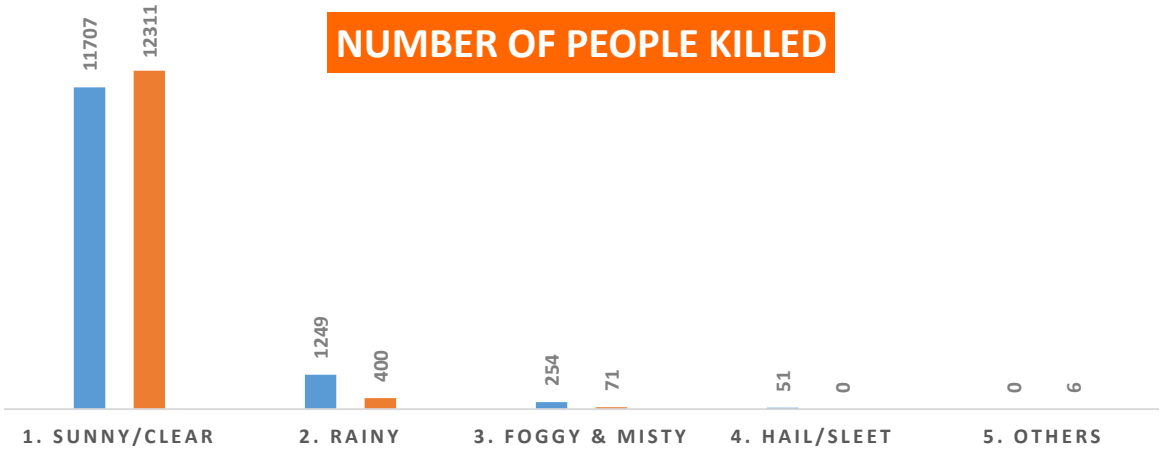
MALES – TOTAL ACCIDENTS



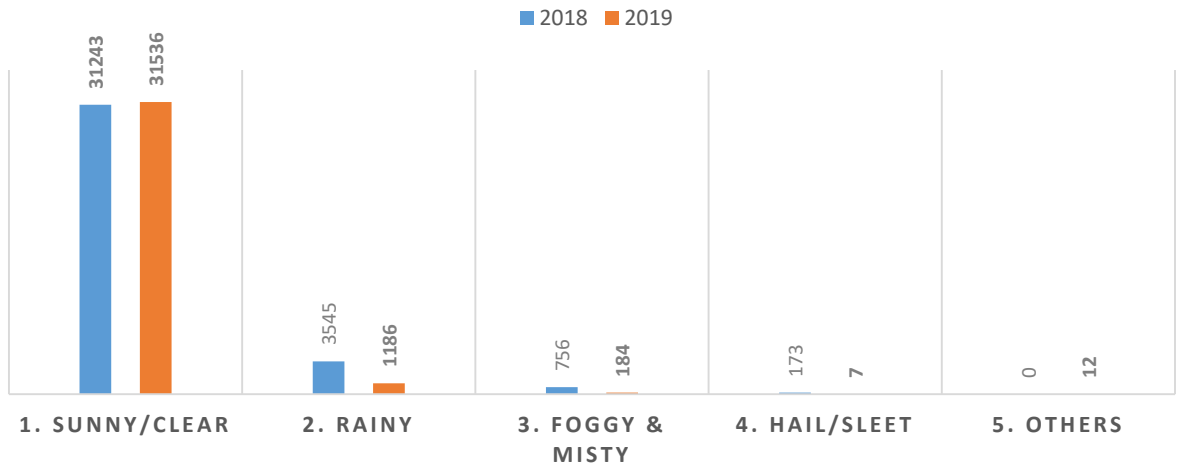
FEMALE – TOTAL ACCIDENTS



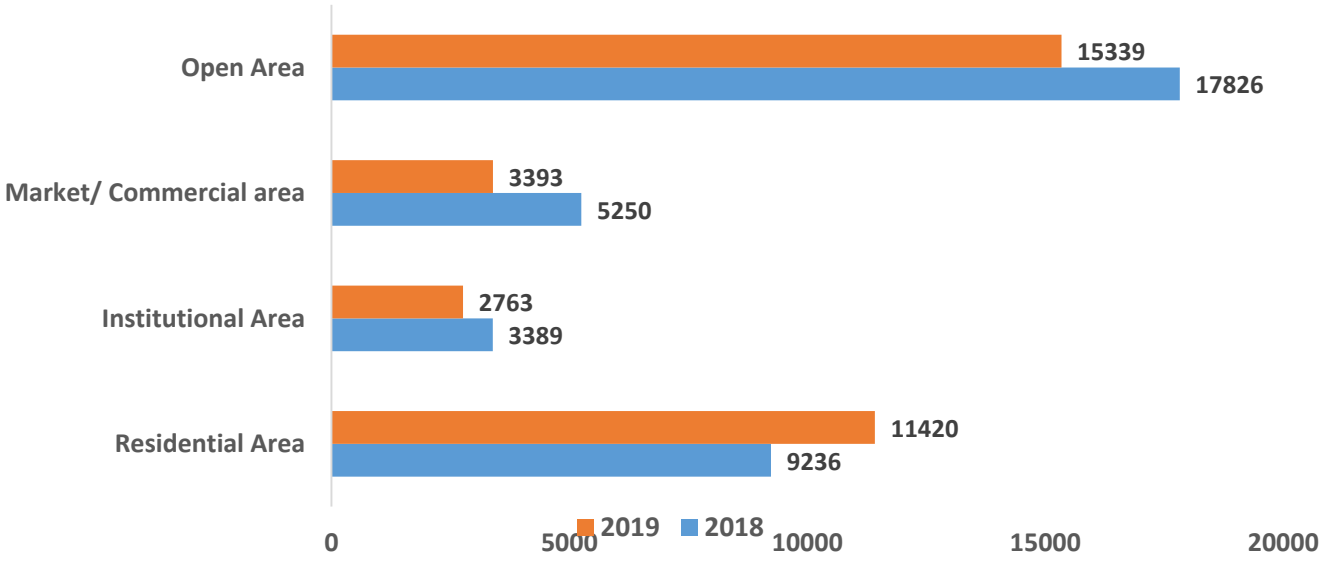
NUMBER OF PEOPLE KILLED



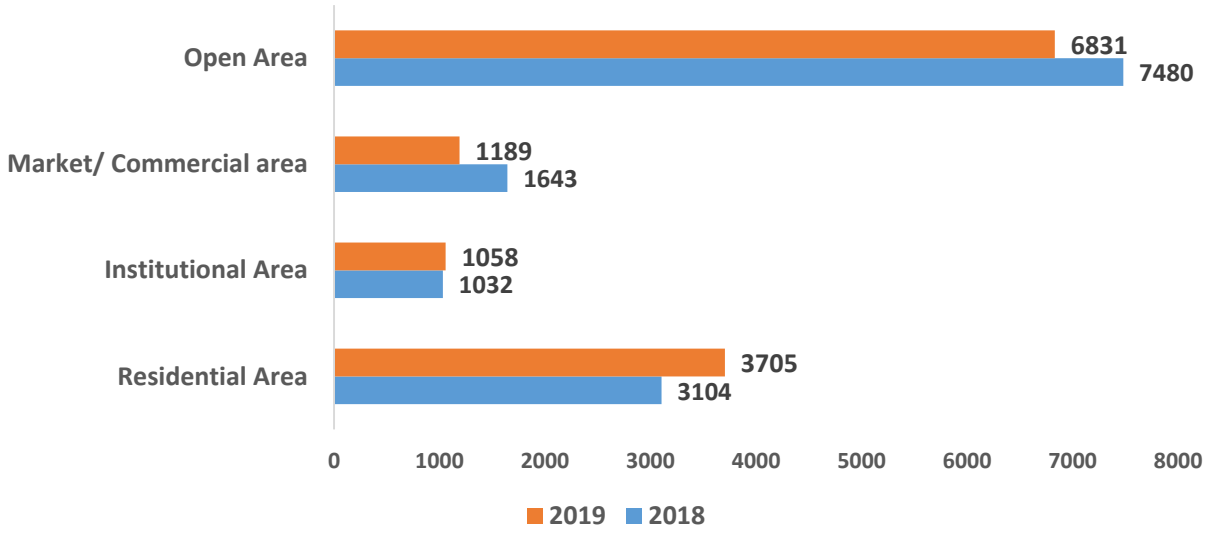
NUMBER OF ACCIDENTS

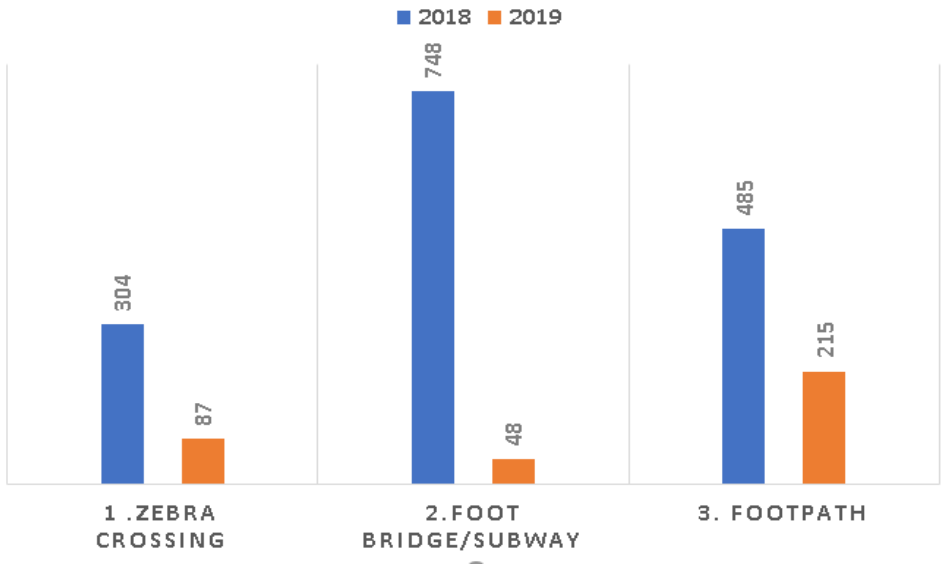


NUMBER OF ACCIDENTS

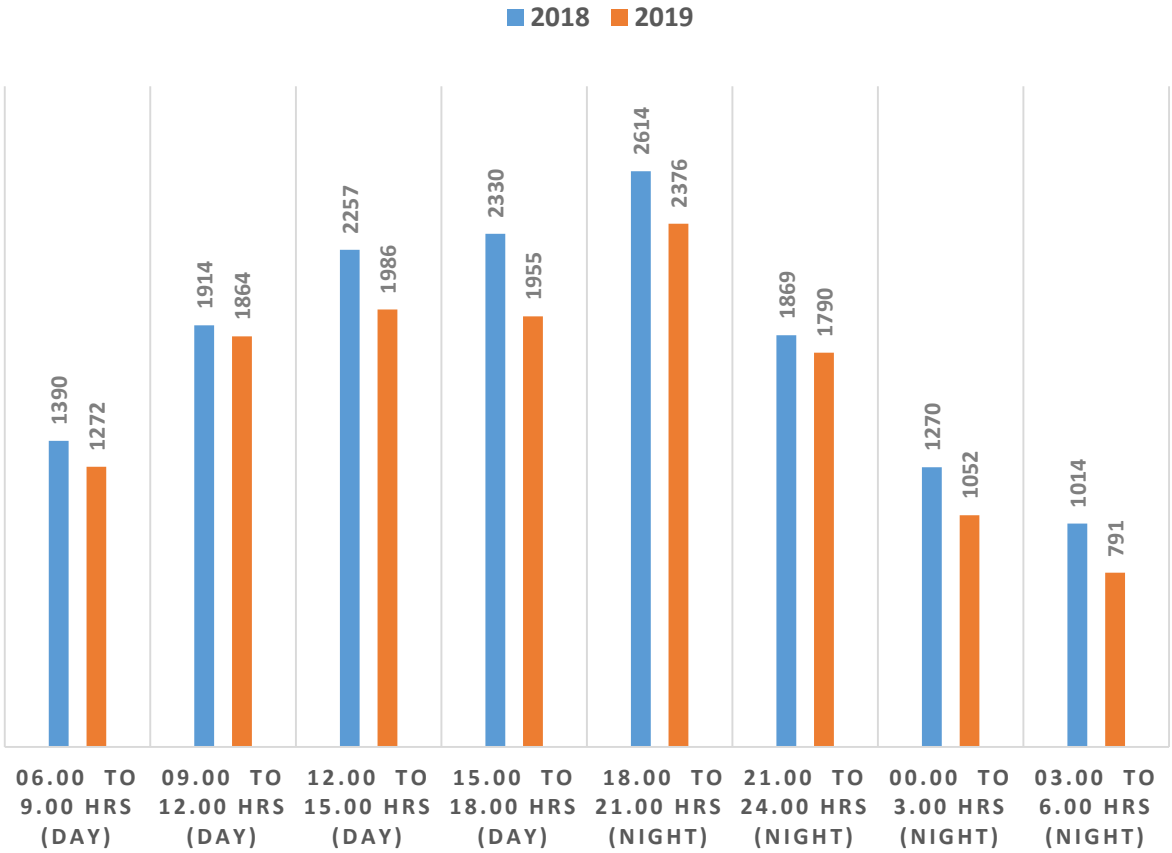


Number of People Killed

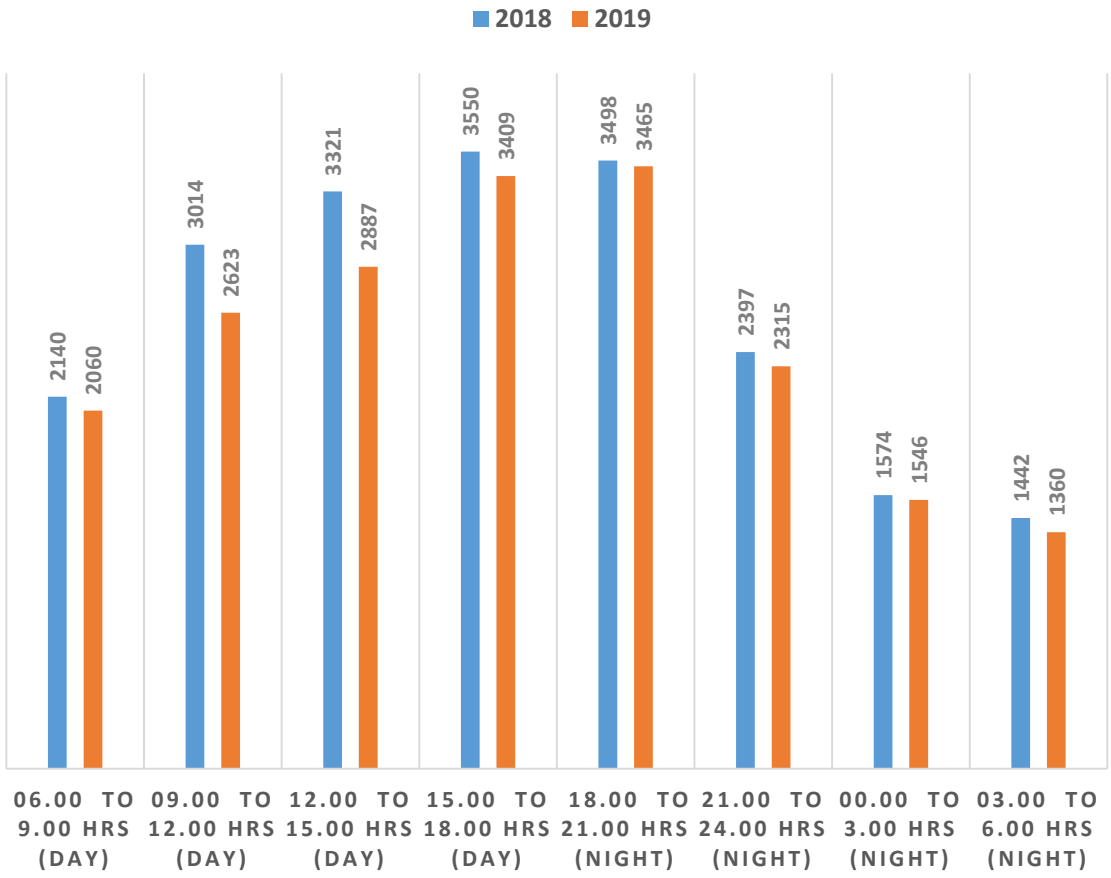




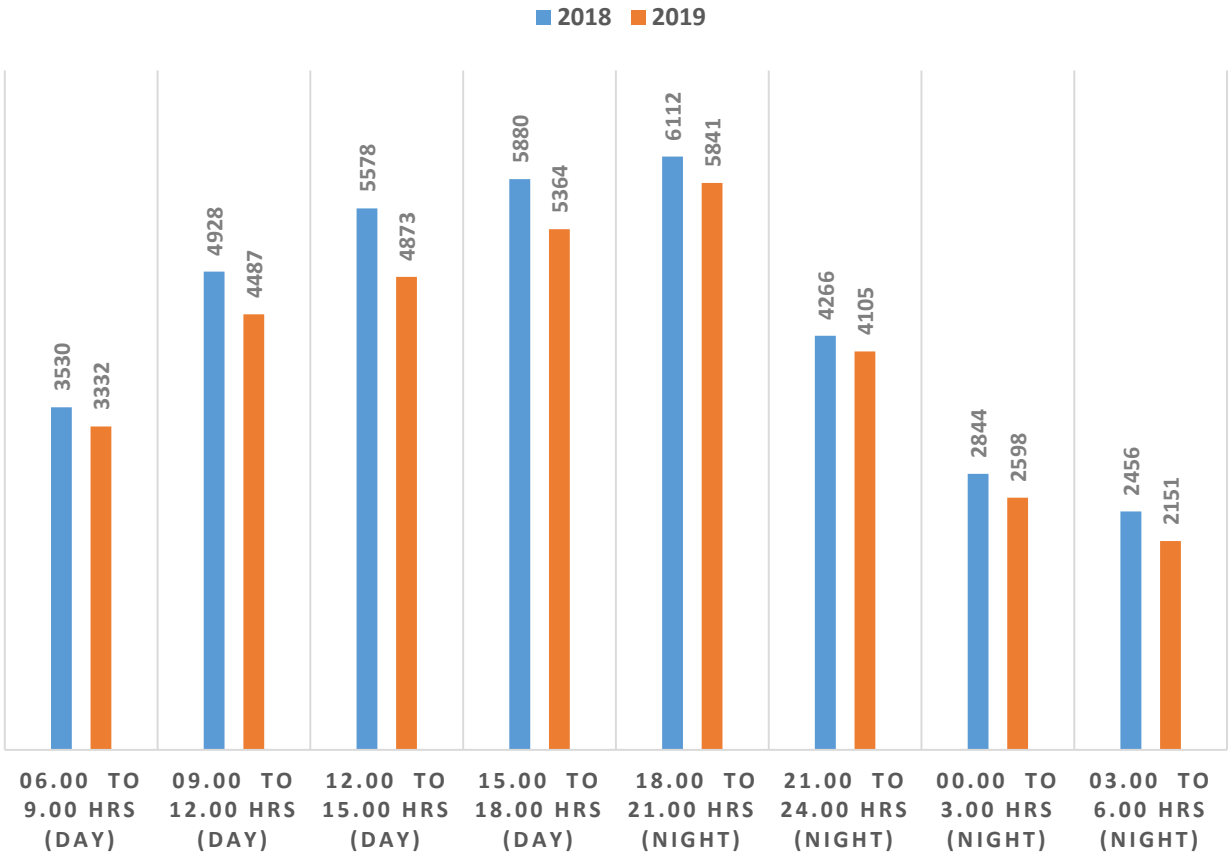
URBAN TOTAL ACCIDENTS



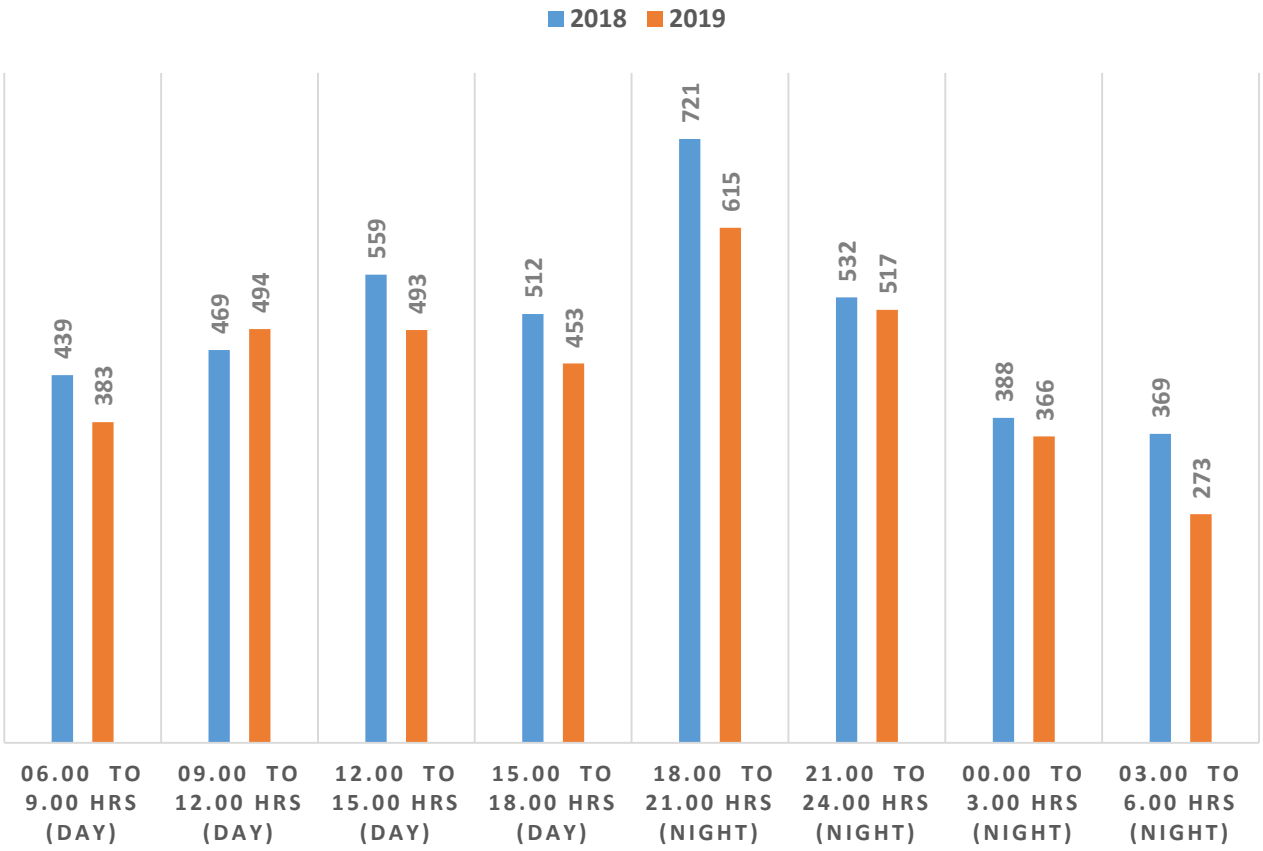
RURAL TOTAL ACCIDENTS



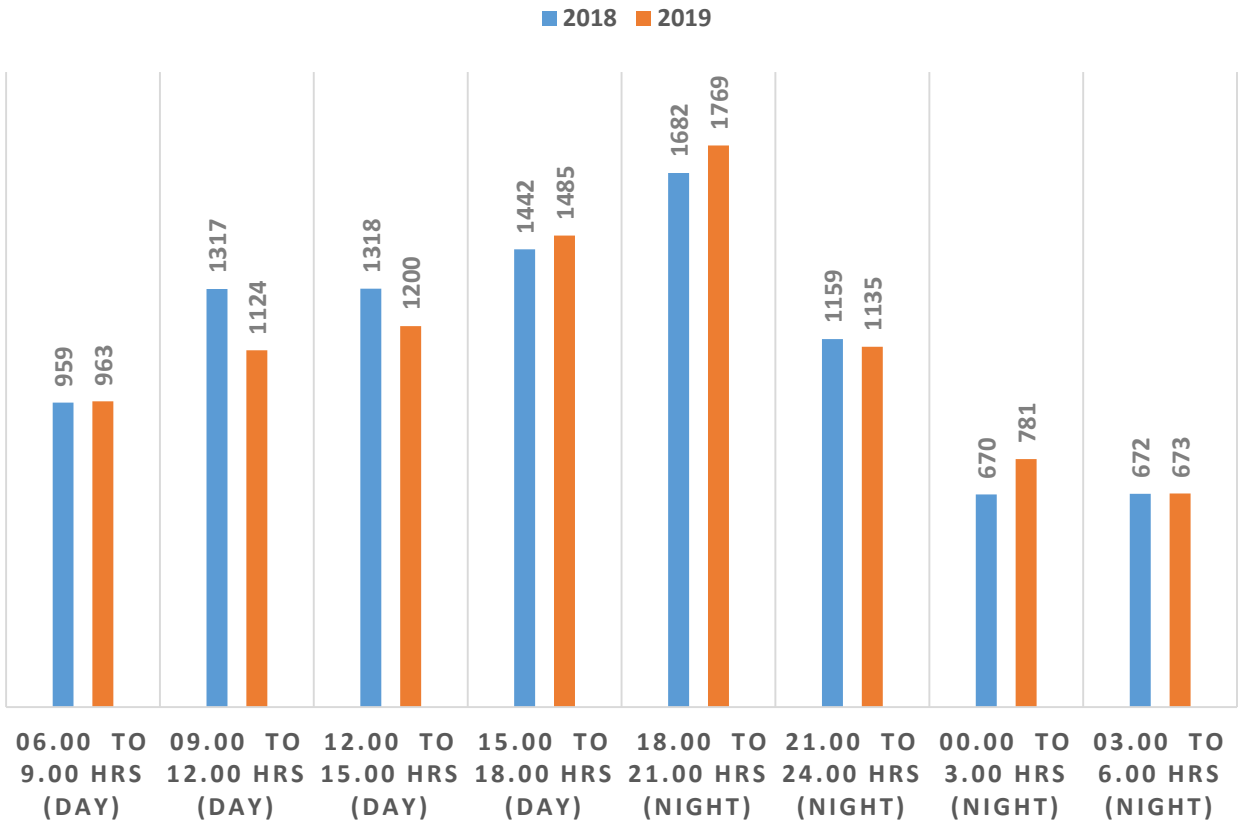
OVERALL TOTAL ACCIDENTS



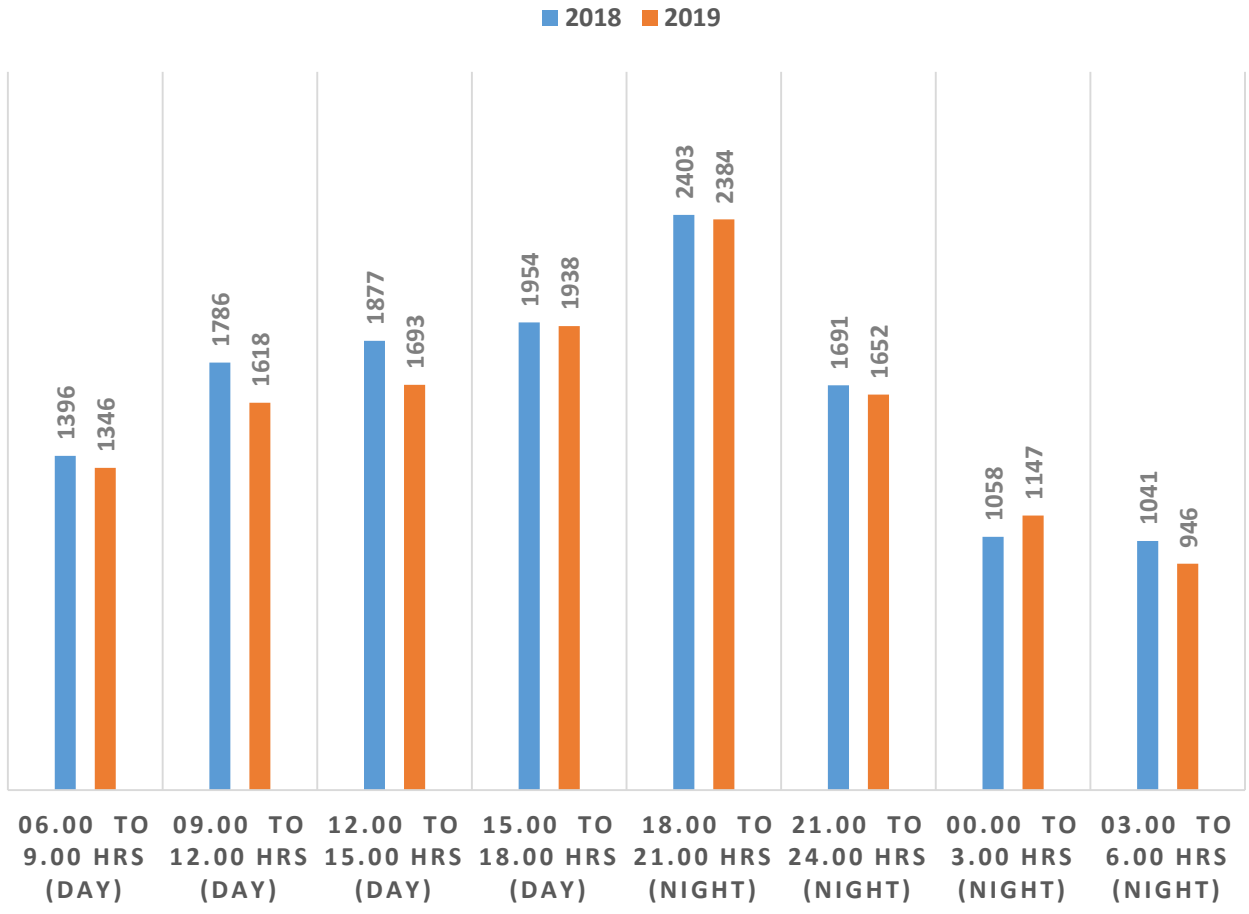
URBAN - KILLED



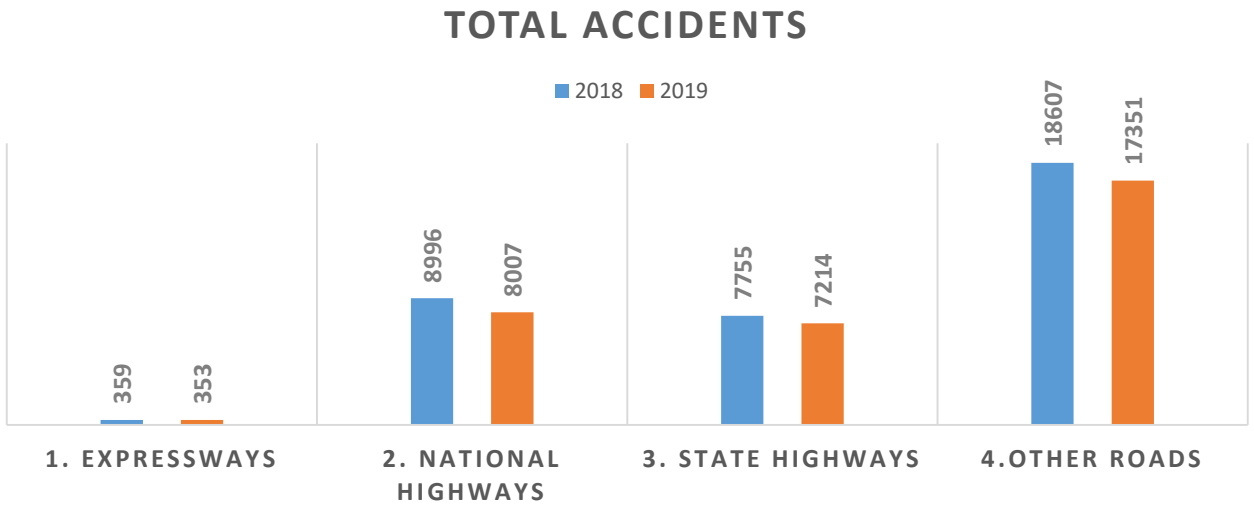
RURAL - KILLED

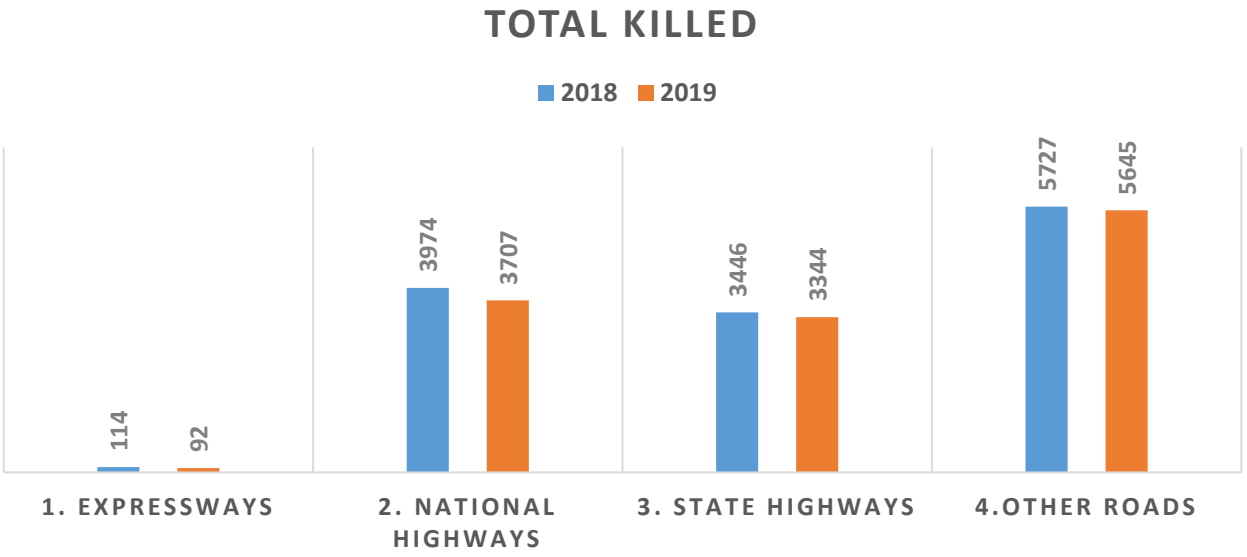


TOTAL - KILLED

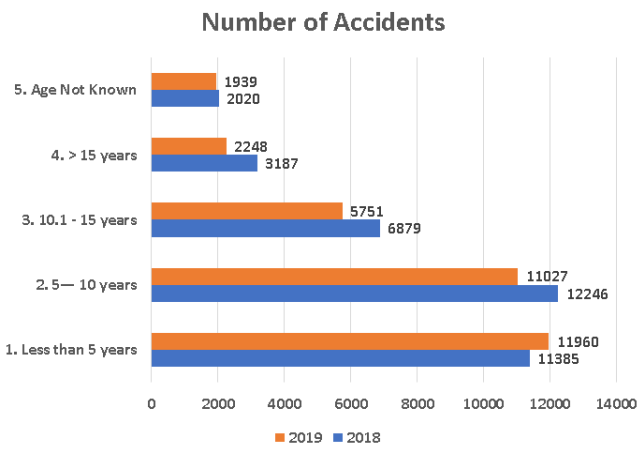


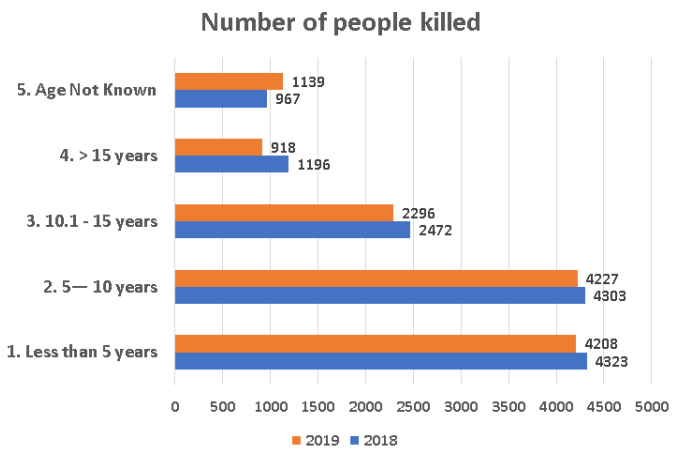
TOTAL ACCIDENTS - KILLED





TOTAL ACCIDENTS - KILLED





CASES AND FINE INFORMATION- 2019

MAHARASHTRA STATE CASES AND FINE INFORMATION- 2019

SR.NO	DISTRICT	Without Helmet	Total Fine	Without Seatbelt	Total Fine	Over speed	Total Fine	Using mobile phone	Total Fine	Carrying Passenger in goods vehicle	Total Fine
1	Akola	63	31500	8073	1614600	440	521000	1655	313000	20	4000
2	Amaravati ®	131	42600	13923	2779200	357	340500	1564	312000	295	59000
3	Buldhana	37	18500	12784	2454800	53	53000	176	35200	80	16000
4	Yavatmal	512	181700	4266	856500	57	34700	4895	981000	31	8200
5	Washim	271	69400	6070	1241800	268	268000	438	87300	267	53400
6	Aurangabad ®	312	123900	9020	1808000	3	4200	926	185500	221	43400
7	Jalna	3	1500	6293	1338600	62	62000	500	100200	0	0
8	Beed	889	442400	8811	1763600	15	15000	2228	445800	3	600
9	Osmanabad	230	116600	1998	400500	0	0	856	171200	104	20800
10	Nanded	20	10000	46	13200	39	17400	3766	753200	0	0
11	Latur	276	161100	3550	773000	183	183000	2119	423800	0	0
12	Parbhani	72	38900	1136	238500	24	24400	1919	388400	0	0
13	Hingoli	384	305220	187	35400	13	12500	598	118856	4	1300
14	Kolhapur	962	484000	8393	1672000	20	13500	9999	2003600	63	12500
15	Pune ®	3932	1971600	9251	1843309	241	238100	3739	755200	132	26200
16	Sangli	1213	604200	8690	1738200	850	850000	8633	1726600	44	8800
17	Satara	839	377300	9626	1927200	82	82000	4511	904100	682	136800
18	Solapur ®	3174	1587000	29612	5923000	842	843400	5728	1142000	2241	448200
19	Bhandara	970	455300	7236	1546200	7	7200	532	106200	1022	210000
20	Chandrapur	189	71000	10174	2245200	130	128200	830	158600	1241	250800
21	Gadchiroli	44	42200	985	213600	63	114850	88	25700	310	89300
22	Gondiya	1512	756000	6375	1337200	1	1000	460	92000	26	5200
23	Nagpur ®	474	237000	7373	1474600	205	205000	2354	414100	234	46800
24	Wardha	80	39700	1180	239000	13	13000	414	98100	25	5000
25	Ahmednagar	2453	1227300	49281	11173300	252	281800	3512	702900	1029	205800
26	Dhule	402	195600	9869	1972200	12	11000	1150	235400	319	65400
27	Jalgaon	973	274900	10387	1843800	266	235700	3863	622200	44	8400
28	Nasik ®	5486	2811150	19258	3859600	0	0	109	25400	235	47000
29	Nandurbar	591	142400	4753	962400	12	8000	1346	269600	271	54200
30	Raigad	356	178000	10651	2130200	9	7400	1259	251800	45	9000
31	Ratnagiri	1043	524100	2580	516800	178	178000	909	183400	8	1600
32	Sindhudurg	184	87500	4609	921800	11	10400	411	82200	13	3400
33	Thane ®	7020	3122300	3531	694900	59	33000	498	100000	296	59100
34	Palghar	2500	1054500	1685	337500	0	0	4390	881000	129	25800
35	Nagpur city	109004	54500700	27628	5524700	766	768000	19741	3758400	4229	846000
36	Pune city	1704240	852120000	18422	3684400	62	66000	19274	3854800	11	2200
37	Thane city	56414	28170100	20216	4053000	84	80000	11704	2373600	0	0
38	Mumbai city	367717	183858500	29687	5937400	103600	103600000	49721	7724200	600	120000
39	Nasik city	31697	15848500	16936	3392600	1162	1162000	2677	535400	247	49400
40	Aurangabad city	13563	5272600	20916	4181900	2020	2020400	3874	784600	11	2200
41	Solapur city	25980	12990000	10104	2020800	54	53000	4044	808800	204	40800
42	Navi Mumbai	68863	41806500	31588	5887424	7982	7801100	10042	2935900	284	73000
43	Amaravati city	1	500	619	123000	156	156000	3006	598400	16	3200
44	Pimpri Chinchwad	14669	7334500	38954	7790800	853	853000	57163	11432600	0	0
45	HSP	15695	7307400	272427	54215960	39378	39118600	8388	1693800	6374	1270300
	TOTAL	2445440	1226995670	779153	156701693	160884	160475350	266009	51596056	21410	4333100

MAHARASHTRA STATE CASES AND FINE INFORMATION- 2019

SR.NO	DISTRICT	Red Signal Jumping	Total Fine	Drunk & Driving	Total Fine	Without Insurance	Total Fine	Without Licence	Total Fine	Under Age Driver	Total Fine
1	Akola	294	58800	9	0	10	21500	350	166000	0	0
2	Amaravati ®	5	1000	577	65600	415	177500	489	244500	23	11500
3	Buldhana	0	0	25	38000	24	13900	351	168300	7	3500
4	Yavatmal	3441	693800	2510	1510700	33	38800	378	317800	34	27200
5	Washim	0	0	193	2000	4	2900	2372	593700	0	0
6	Aurangabad ®	0	0	196	0	16	22300	474	159600	37	13000
7	Jalna	61	12200	8	0	31	19900	458	218800	15	7500
8	Beed	65	13000	545	9700	72	86100	1191	546200	4	2000
9	Osmanabad	0	0	21	21650	102	49500	151	76500	57	28500
10	Nanded	400	121600	4	8000	261	384300	5001	2564500	39	19500
11	Latur	0	0	2	0	73	105300	599	298600	30	15000
12	Parbhani	0	0	214	148500	239	112300	1544	814800	3	2000
13	Hingoli	3	600	141	20500	25	19400	329	156800	0	0
14	Kolhapur	2278	453600	1601	1970300	116	174400	2371	1261900	109	54600
15	Pune ®	154	30600	251	31000	376	405100	9262	4324547	592	211400
16	Sangli	473	94600	1681	2910600	760	1039000	4857	2429200	222	111700
17	Satara	2466	494600	187	77600	90	99600	3084	1555400	139	70200
18	Solapur ®	0	0	1038	406000	1690	3548600	3105	1554000	118	60200
19	Bhandara	12	2400	76	57800	75	122800	272	141800	13	9400
20	Chandrapur	4776	856200	1090	0	531	274100	676	343200	41	21700
21	Gadchiroli	76	15200	83	155200	34	86700	21	16200	1	1000
22	Gondiya	0	0	242	485500	16	14600	225	110400	9	4500
23	Nagpur ®	15	3000	790	0	132	226900	300	150000	0	0
24	Wardha	1	200	233	100100	61	54600	647	326500	100	56500
25	Ahmednagar	2434	494300	5987	2824700	360	582100	3277	1508700	443	223400
26	Dhule	0	0	80	96300	58	20700	31	17500	0	0
27	Jalgaon	3959	688500	2197	312900	51	62800	6210	1043900	21	13500
28	Nasik ®	0	0	273	194300	246	90500	3278	315300	3	1500
29	Nandurbar	2182	444600	8	10200	6	6700	177	85600	9	4500
30	Raigad	420	84000	878	1509900	464	492800	4154	2077000	141	94900
31	Ratnagiri	151	30400	41	89600	73	84300	1462	733200	24	13500
32	Sindhudurg	1	200	78	88800	36	33400	400	200000	26	13200
33	Thane ®	903	190200	385	695600	342	444500	2907	1447500	18	9000
34	Palghar	7390	1476200	839	1466400	2198	4792800	6321	3206350	111	55200
35	Nagpur city	44078	8459200	19977	51400200	607	613300	11296	5947700	120	78300
36	Pune city	66110	13222000	13672	0	546	796500	18639	9319500	284	142000
37	Thane city	20564	4048700	3764	7335900	3453	4809900	19324	9848500	306	142600
38	Mumbai city	167087	33417400	15478	31038300	1373	1489400	108341	50663300	3065	1532500
39	Nasik city	6656	1331200	1128	2609500	417	345100	6000	2091300	10	5000
40	Aurangabad city	3575	716800	1155	2360250	171	232100	4730	2281600	64	34000
41	Solapur city	1878	365600	217	417300	245	276900	3074	1537000	28	14000
42	Navi Mumbai	12324	2497300	773	700000	2062	2664900	15219	7676700	157	78500
43	Amaravati city	379	75800	6	0	20	23300	378	185400	84	42000
44	Pimpri Chinchwad	39182	6236400	3241	0	2066	2734600	27740	13870000	1133	566500
45	HSP	220	45600	5	6500	1270	1799200	4817	2329900	432	135400
	TOTAL	**394013**	**76675800**	**81899**	**111175400**	**21250**	**29495900**	**286282**	**134925197**	**8072**	**3930400**

MAHARASHTRA STATE CASES AND FINE INFORMATION- 2019

SR.NO	DISTRICT	Wrong carriage driving	Total Fine	Carrying goods in closed body vehicle	Total Fine	Without Reflector	Total Fine	Without Tail Light	Total Fine	Heavy Vehicle driving in right side	Total Fine
1	Akola	87	87000	466	380000	49	49000	6	1200	23	4600
2	Amaravati ®	263	52600	1	1000	43	43000	9	6600	0	0
3	Buldhana	1	200	0	0	211	211000	0	0	0	0
4	Yavatmal	34	6800	0	0	25	7600	41	8000	0	0
5	Washim	5	1000	0	0	139	109400	1	1000	0	0
6	Aurangabad ®	6	3600	0	0	12	9000	9	1800	0	0
7	Jalna	0	0	0	0	49	51400	0	0	0	0
8	Beed	1227	269000	0	0	13	13000	0	0	0	0
9	Osmanabad	0	0	0	0	19	19200	41	10600	0	0
10	Nanded	33	17000	10	2000	3	3000	2	2000	0	0
11	Latur	260	52600	3	1500	0	0	0	0	0	0
12	Parbhani	0	0	0	0	33	25200	0	0	0	0
13	Hingoli	0	0	0	0	54	54000	0	0	0	0
14	Kolhapur	5592	1259900	0	0	0	0	109	33800	0	0
15	Pune ®	749	318400	0	0	352	324800	266	62800	0	0
16	Sangli	25	9800	0	0	18	18000	8	2400	3	600
17	Satara	751	275700	0	0	110	29400	28	7200	0	0
18	Solapur ®	100	93600	39	19500	23	23000	7	1400	26	5200
19	Bhandara	0	0	0	0	35	34400	11	4200	0	0
20	Chandrapur	1115	258400	0	0	0	0	32	10700	0	0
21	Gadchiroli	35	8400	0	0	0	0	0	0	0	0
22	Gondiya	0	0	0	0	2	2000	21	4200	0	0
23	Nagpur ®	0	0	0	0	132	27000	129	28200	0	0
24	Wardha	487	91400	0	0	0	0	0	0	1	200
25	Ahmednagar	618	160800	27	5400	183	93000	1361	386000	128	32800
26	Dhule	0	0	0	0	0	0	0	0	0	0
27	Jalgaon	971	258200	1817	418300	61	25800	0	0	0	0
28	Nasik ®	331	116100	0	0	381	99400	1678	352400	1690	338000
29	Nandurbar	627	125400	69	13800	7	3000	32	6400	0	0
30	Raigad	45	28400	0	0	104	104000	61	41800	1	200
31	Ratnagiri	1669	334600	0	0	0	0	2	2000	0	0
32	Sindhudurg	1	1000	0	0	4	3200	0	0	0	0
33	Thane ®	690	258000	1625	363000	75	61200	144	129400	0	0
34	Palghar	3546	2873100	5	1000	323	321000	31	32200	2	400
35	Nagpur city	15243	3959500	0	0	52	52000	27	27000	0	0
36	Pune city	47704	21925600	0	0	342	342000	14	14000	1	200
37	Thane city	0	0	0	0	2720	2709900	31	31000	0	0
38	Mumbai city	63595	28312600	0	0	1849	1849000	410	410000	558	111600
39	Nasik city	4042	1063600	0	0	1	1000	6	2800	1	200
40	Aurangabad city	0	0	0	0	39	36600	4	3200	0	0
41	Solapur city	0	0	0	0	75	75000	2	2000	0	0
42	Navi Mumbai	7537	3261600	0	0	1550	1552600	4078	2719700	0	0
43	Amaravati city	103	37400	0	0	0	0	2	400	0	0
44	Pimpri Chinchwad	70533	24845800	13366	2673200	880	880000	115	115000	0	0
45	HSP	673	382800	120	57000	7551	7523900	2383	657400	24576	4915600
	TOTAL	228698	90749900	17548	3935700	17519	16786000	11101	5118800	27010	5409600

MAHARASHTRA STATE CASES AND FINE INFORMATION- 2019

SR.NO	DISTRICT	Projection of load (dangerously goods)	Total Fine	Fancy Number Plate	Total Fine	Over taking	Total Fine	Driving Dangerously	Total Fine	Parking Offence	Total Fine
1	Akola	6029	4358600	263	259000	6	1200	23	23000	7447	1493200
2	Amaravati ®	0	0	101	20200	98	19600	385	381000	859	171800
3	Buldhana	0	0	24	5600	0	0	28	28000	4760	952000
4	Yavatmal	0	0	924	156000	0	0	67	63900	6140	1227600
5	Washim	13	6500	196	43100	1	200	129	126600	2244	454400
6	Aurangabad ®	0	0	29	18000	0	0	26	26000	53	10600
7	Jalna	0	0	70	27600	7	1400	126	133300	387	77400
8	Beed	1	500	174	65200	4	800	347	244800	4140	827900
9	Osmanabad	0	0	0	0	0	0	40	40900	292	58400
10	Nanded	10	5000	1555	633023	14	2800	1168	1120800	8190	1638000
11	Latur	0	0	177	176000	0	0	174	174000	671	134200
12	Parbhani	0	0	600	549800	0	0	115	121900	471	95800
13	Hingoli	0	0	59	39800	2	400	237	336200	9467	1895200
14	Kolhapur	16	3800	10001	2108200	53	10600	676	640200	31777	6452300
15	Pune ®	82	41000	1243	576800	90	17000	8820	7642200	21892	4411194
16	Sangli	205	49000	4918	1365900	57	11400	2122	2029100	23012	4076400
17	Satara	21	11500	3324	865800	4	800	808	811700	15662	3133200
18	Solapur ®	285	214000	356	351200	86	17200	896	896000	2273	455000
19	Bhandara	4	4000	89	25000	16	3200	47	47800	110	22000
20	Chandrapur	0	0	1997	407900	0	0	165	179700	3441	601600
21	Gadchiroli	39	7800	0	0	1	200	17	13400	267	54300
22	Gondiya	1	1000	10	10000	1	200	34	36000	13	2600
23	Nagpur ®	0	0	351	47800	94	18800	111	87400	5069	1013800
24	Wardha	0	0	60	17000	0	0	53	53000	6683	1368400
25	Ahmednagar	151	42800	446	123100	179	43000	371	342200	4817	929200
26	Dhule	2	2000	0	0	0	0	51	47000	1833	366600
27	Jalgaon	47	14700	1671	435500	4	600	374	210300	6717	848200
28	Nasik ®	228	45600	8	9000	1089	217800	213	180700	2670	534000
29	Nandurbar	1	500	500	118600	4	4000	90	71400	833	166600
30	Raigad	23	11500	680	199400	597	119400	75	68100	7278	1455600
31	Ratnagiri	0	0	3844	779400	6	1200	128	114500	2846	569500
32	Sindhudurg	0	0	256	55200	0	0	39	39000	745	149000
33	Thane ®	27	13500	952	211200	339	58414	263	244200	19951	3976800
34	Palghar	0	0	2314	550800	31	6200	1088	1089600	33250	6655800
35	Nagpur city	802	401100	4096	1143100	40	8000	7622	7622000	10762	2144200
36	Pune city	68	34000	1179	1155000	742	148400	15177	14896200	327049	65421200
37	Thane city	5880	1252600	4923	1455600	681	136200	51956	33895000	85745	17701550
38	Mumbai city	1315	657500	41380	10853600	3847	769400	22771	22771000	1418358	283471900
39	Nasik city	3114	673100	65	64300	37	7400	3134	3134000	38738	7209600
40	Aurangabad city	0	0	2881	610900	57	11400	2548	2015800	3203	613600
41	Solapur city	6	3000	650	263800	4	800	3015	2936300	21849	4369800
42	Navi Mumbai	42	21500	10044	2156000	3236	658700	7706	7709100	80714	15096600
43	Amaravati city	2	2000	296	84000	1	200	96	93900	10391	1898700
44	Pimpri Chinchwad	41	8200	1559	1559000	0	0	13198	13198000	16807	3361400
45	HSP	378	250600	1295	448500	747	170000	8317	7902800	15266	3063000
	TOTAL	18833	8136900	105560	30044923	12175	2466914	154846	133838000	2265142	450630144

MAHARASHTRA STATE CASES AND FINE INFORMATION- 2019

SR.NO	DISTRICT	Dark Glass	Total Fine	Lane Cutting	Total Fine	Honking	Total Fine	Musical Horn	Total Fine	Obstruction to traffic	Total Fine
1	Akola	425	85000	1	200	1	200	4	2000	1256	251200
2	Amaravati ®	271	54200	0	0	0	0	0	0	1159	231400
3	Buldhana	88	17400	0	0	0	0	329	78100	4548	912900
4	Yavatmal	461	92600	0	0	3	2400	18	5400	7054	1397200
5	Washim	131	26200	2	400	32	6400	1	500	7401	1474600
6	Aurangabad ®	1324	264400	44	8800	0	0	0	0	3519	706000
7	Jalna	185	37000	11	5500	4	800	29	8900	3571	716100
8	Beed	1254	251800	1	200	4	800	6	1200	1045	209800
9	Osmanabad	79	15800	0	0	10	2000	0	0	747	148600
10	Nanded	1443	308600	6	3000	14	2800	367	87200	6494	1298800
11	Latur	292	58400	0	0	0	0	13	6500	6393	1277600
12	Parbhani	489	99800	0	0	0	0	57	28500	10005	2016200
13	Hingoli	26	5200	0	0	2	400	220	44300	4634	874600
14	Kolhapur	583	117000	171	34200	400	122200	0	0	5881	1177500
15	Pune ®	1563	315000	2089	423200	62	12400	1008	203200	11783	2411614
16	Sangli	1310	223000	159	31800	232	53900	227	115500	7627	1527200
17	Satara	1121	226000	623	127300	50	10000	317	120400	12345	2472000
18	Solapur ®	2341	468800	332	66400	130	26000	236	59500	6335	1267000
19	Bhandara	864	173800	155	31000	65	13000	12	3000	1906	382000
20	Chandrapur	646	101800	6	12000	474	102200	0	0	4090	804700
21	Gadchiroli	27	9000	0	0	7	1400	0	0	407	89500
22	Gondiya	94	20000	1	200	0	0	0	0	1384	276800
23	Nagpur ®	851	142600	0	0	85	17000	863	172900	1878	384400
24	Wardha	67	13900	0	0	0	0	38	26900	1396	286600
25	Ahmednagar	2592	518700	287	57400	81	16200	599	129200	7498	1520400
26	Dhule	341	69600	15	3000	17	3400	10	1300	5807	1158800
27	Jalgaon	494	80600	39	7600	0	0	115	33700	5284	789700
28	Nasik ®	1121	224200	31	6200	38	7600	13	2600	929	153400
29	Nandurbar	137	28400	15	3000	1	200	58	11400	1115	230600
30	Raigad	502	100400	342	68400	39	7800	18	9000	3592	718400
31	Ratnagiri	111	22200	0	0	0	0	5	2500	2888	578200
32	Sindhudurg	940	188200	16	3200	5	1000	322	64400	533	106600
33	Thane ®	628	124800	814	163400	13	2600	23	12500	3812	755600
34	Palghar	278	55600	264	52800	8	1600	14	8000	8257	1578250
35	Nagpur city	6533	1324600	0	0	2	400	162	97200	33502	6766500
36	Pune city	21744	4348800	777	155400	58	11600	539	269500	18818	3757600
37	Thane city	13256	2633100	3454	711700	557	112200	296	129900	94816	18996500
38	Mumbai city	13388	2677600	37878	7595600	460	92000	143	71500	293793	58758600
39	Nasik city	2824	564800	53	10600	4	800	0	0	5319	1063800
40	Aurangabad city	4103	821000	29	9800	69	13800	182	91000	2705	549000
41	Solapur city	1270	254000	0	0	33	6600	111	56500	18606	3721200
42	Navi Mumbai	3363	689300	8055	1631000	174	35200	165	82500	8635	1733500
43	Amaravati city	227	45400	3	600	0	0	2	400	1968	392600
44	Pimpri Chinchwad	32651	6530200	732	150400	40	8000	0	0	16559	3309400
45	HSP	22795	4553700	216902	43233200	673	135600	554	186700	69991	13934400
	TOTAL	145233	28982500	273307	54607500	3847	830500	7076	2223800	717285	143167364

MAHARASHTRA STATE CASES AND FINE INFORMATION- 2019

SR.NO	DISTRICT	No Entry	Total Fine	Carrying Excess Passenger	Total Fine	Tripple Seat	Total Fine	Clandestine Operations	Total Fine	Other Cases	Total Fine
1	Akola	905	181000	1237	247400	3068	613400	2684	4610400	36187	6860200
2	Amaravati ®	0	0	99	19800	1376	275200	1547	4286800	35338	7738400
3	Buldhana	0	0	2	400	3540	729200	2711	7968400	56353	11358000
4	Yavatmal	4598	983800	63	14600	7557	1536400	7485	283100	57182	11596000
5	Washim	115	23000	83	16600	3276	654400	4062	51700	29401	5919200
6	Aurangabad ®	5	1000	435	87000	1015	203000	1435	3021400	21734	4617900
7	Jalna	0	0	10	2000	1178	228400	141	211300	24272	5727322
8	Beed	0	0	57	12300	3902	782800	1237	3652100	30982	6592900
9	Osmanabad	0	0	232	46900	2179	436000	26	52000	9337	1876500
10	Nanded	1	200	861	172200	4073	814600	180	654000	30227	11235377
11	Latur	102	22200	752	203400	1455	291000	448	908600	44433	9376150
12	Parbhani	0	0	141	29500	2406	486500	224	374000	25545	5276600
13	Hingoli	32	6400	0	0	2990	597400	877	1015900	14357	3281100
14	Kolhapur	16084	3157200	1340	268200	18862	3796200	529	629400	79495	16135553
15	Pune ®	3189	637800	575	109000	10415	2178903	359	618500	52476	10806444
16	Sangli	1915	383000	418	83800	13468	2694600	604	1572400	76689	16137400
17	Satara	4081	816200	118	23600	11027	2203600	1050	2003400	75396	16314750
18	Solapur ®	1962	392400	79	15800	17221	3444200	2178	2857000	47067	12634100
19	Bhandara	60	12000	424	85600	2705	541800	1035	1071700	25915	5317200
20	Chandrapur	102	32000	705	141100	5050	1018200	552	923000	34579	7393900
21	Gadchiroli	0	0	0	0	583	134600	5	8000	7542	2045300
22	Gondiya	0	0	856	165400	3254	650800	51	110300	17426	4236100
23	Nagpur ®	0	0	251	50200	1781	356200	1650	2817100	30128	6236700
24	Wardha	305	59000	25	5000	2965	601200	452	662200	23367	4741200
25	Ahmednagar	3492	704400	1825	308000	6116	1145800	1415	2936200	31564	9886900
26	Dhule	2414	482800	186	37200	4876	983700	601	856800	7303	1636400
27	Jalgaon	0	0	165	32200	4707	659200	1039	705000	50750	8555000
28	Nasik ®	1	200	2061	412200	2465	493000	1711	534930	9006	2958300
29	Nandurbar	0	0	165	33600	5773	1196600	715	208400	23810	4761000
30	Raigad	565	113000	927	185400	4865	973000	116	349400	54463	12113100
31	Ratnagiri	0	0	51	10200	4489	901900	75	184000	42827	8717350
32	Sindhudurg	213	42600	26	4800	2105	421000	5	6600	21345	4347500
33	Thane ®	775	154400	303	58000	2794	551200	82	238500	32136	7148986
34	Palghar	1015	253000	1181	239600	7865	1520300	611	1716700	50355	20484600
35	Nagpur city	4799	1011500	24660	4931600	20854	4171000	1209	2577100	152726	39814300
36	Pune city	35122	7024400	514	102800	16692	3338400	1378	0	426102	80219250
37	Thane city	2413	493100	3346	668800	9698	1942500	534	1686700	405325	85161800
38	Mumbai city	398749	79749800	74229	14845800	24430	4886000	148	515000	2215639	461895600
39	Nasik city	1686	337200	954	190800	4351	870200	808	2148600	89730	20162250
40	Aurangabad city	4	800	319	63800	6218	1259100	113	317200	105021	22875950
41	Solapur city	3	600	4248	849600	4862	966400	97	272500	57142	12318950
42	Navi Mumbai	5560	1112100	1059	211800	10336	1947700	481	137000	251424	150825866
43	Amaravati city	0	0	378	74600	2565	512800	82	196100	26336	5727900
44	Pimpri Chinchwad	12770	2554000	398	79600	59191	11838200	710	0	174536	67294050
45	HSP	8072	1614400	662	132400	3643	738400	117	55600	403313	83920875
	TOTAL	**511109**	**102355500**	**126420**	**25272600**	**334241**	**66585003**	**43569**	**56005030**	**5516281**	**1304280223**

MAHARASHTRA STATE CASES AND FINE INFORMATION- 2019

SR.NO	DISTRICT	TOTAL CASES	TOTAL FINE
1	Akola	71081	22238200
2	Amaravati ®	59328	17335000
3	Buldhana	86132	25062400
4	Yavatmal	107809	22031800
5	Washim	57115	11233700
6	Aurangabad ®	40851	11338400
7	Jalna	37471	8989122
8	Beed	58217	16249500
9	Osmanabad	16521	3592150
10	Nanded	64227	21892100
11	Latur	62005	14641950
12	Parbhani	45237	10871600
13	Hingoli	34641	8821476
14	Kolhapur	197481	44046653
15	Pune ®	144943	40947311
16	Sangli	160440	41898100
17	Satara	148542	35177350
18	Solapur ®	129520	38819700
19	Bhandara	43668	10430800
20	Chandrapur	72632	16336200
21	Gadchiroli	10635	3131850
22	Gondiya	32014	8322000
23	Nagpur ®	55250	14157500
24	Wardha	38653	8858700
25	Ahmednagar	132778	38605800
26	Dhule	35377	8262700
27	Jalgaon	102226	18181200
28	Nasik ®	54552	14030380
29	Nandurbar	43307	8971100
30	Raigad	92670	23501300
31	Ratnagiri	65410	14572450
32	Sindhudurg	32324	6874200
33	Thane ®	81405	21321800
34	Palghar	136001	50736300
35	Nagpur city	520537	207947600
36	Pune city	2755280	1086371750
37	Thane city	821460	230580450
38	Mumbai city	5459609	1399675100
39	Nasik city	221797	64875050
40	Aurangabad city	177574	47179400
41	Solapur city	157801	44621250
42	Navi Mumbai	553453	263703090
43	Amaravati city	47117	10274600
44	Pimpri Chinchwad	599087	189222850
45	HSP	1137034	281799535
	TOTAL	**15001212**	**4487731467**

Save LIFE FOUNDATION

IMPROVING ROAD SAFETY AND EMERGENCY CARE ACROSS INDIA

SAVING LIVES ON ROADS IN INDIA SINCE 2008

Road traffic crashes kill 1.35 million people globally every year. They disproportionately affect the world's poorest populations, and are the leading cause of death in young children. India's roads are the deadliest in the world. In India, someone dies from a road traffic crash every four minutes.

WE FIX ROADS through crash investigations and smart engineering design, we make streets and highways safer for everyone.

WE STRENGTHEN EMERGENCY MEDICAL SERVICES in partnership with ambulance operators, police forces, and emergency medical teams using data science and training.

WE DESIGN IMPACTFUL POLICIES working in partnership with government, industry, and grassroots organisations to eliminate unsafe driving behaviors and enforce traffic laws to protect all road users.

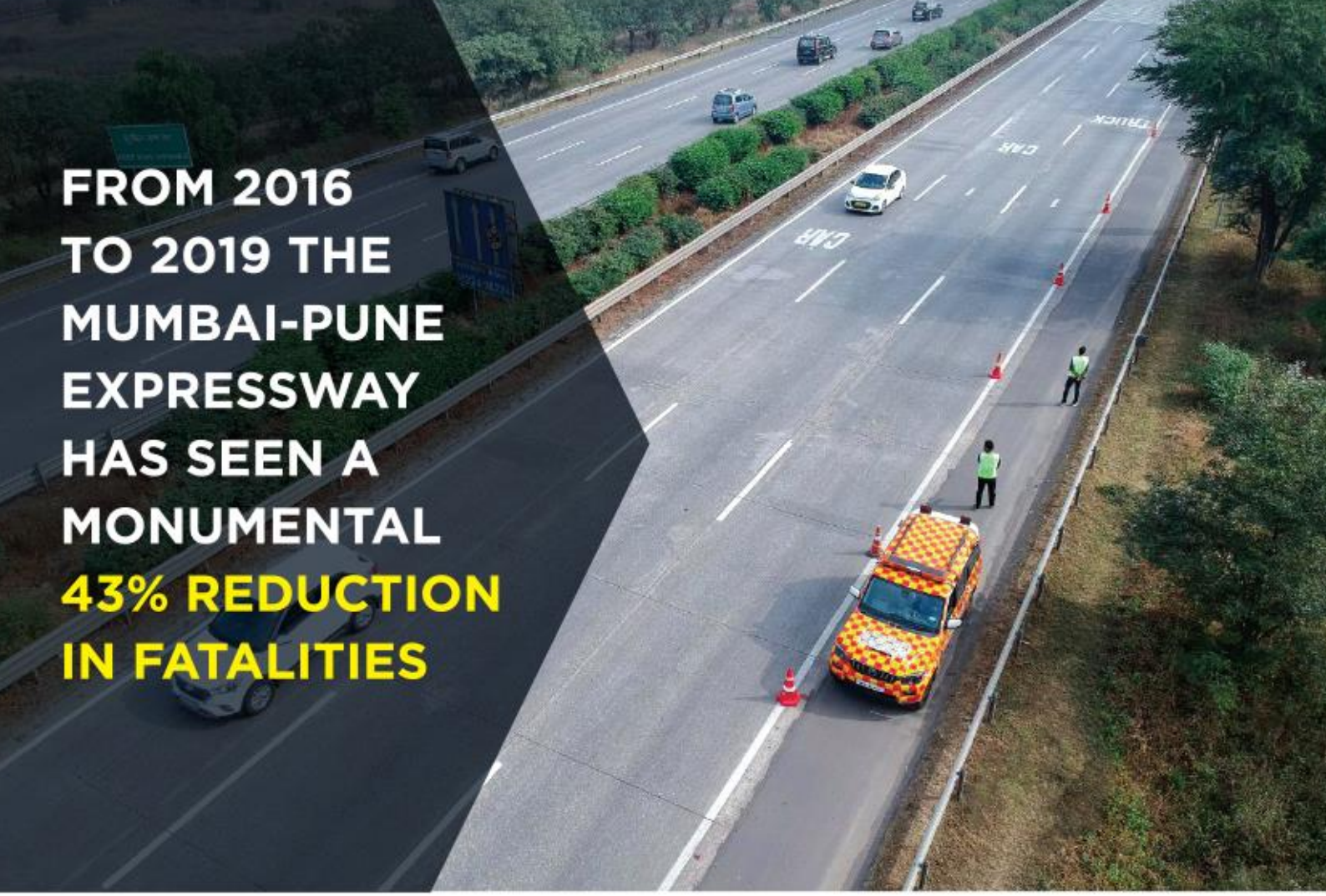
We have reduced road crash deaths on India's Mumbai-Pune Expressway by **43%.**

We secured India's first **Good Samaritan Law** to protect bystanders when helping road crash victims.

Our technology **helps ambulances** reach Delhi's residents as fast as possible during the COVID-19 crisis.

OUR AMBITION IS TO SAVE 1 MILLION LIVES BY 2027

To know more about what we do and partner with us visit **www. savelifefoundation.org** or email us at **info@savelifefoundation.org**



FROM 2016 TO 2019 THE MUMBAI-PUNE EXPRESSWAY HAS SEEN A MONUMENTAL **43% REDUCTION IN FATALITIES**

SaveLIFE Foundation in partnership with MSRDC, Maharashtra Highway Police, Maharashtra Health Department & Mahindra & Mahindra Ltd is **transforming the Mumbai-Pune Expressway into India's first Zero-Fatality Corridor**

> *"Every death on the expressway is a matter of grave concern We will not rest till we get to zero preventable deaths."*
>
> RL Mopalwar
> *Vice-Chairman and managing director of MSRDC*
> *(Times of India Pune Edition, 28 January 2020)*

> *"Intensified patrolling and a zero-tolerance policy towards violators have also paid off. Going forward, we will intensify the same."*
>
> Vinay Kargaonkar
> *Additional Director General of Police (Traffic)*
> *(Times of India Pune Edition, 28 January 2020)*

> *"We are confident that fatalities on the Mumbai-Pune expressway will come down to near zero through these ongoing efforts."*
>
> Vijay Nair
> *Vice President – Admin & CSR (AFS), Mahindra & Mahindra*
> *(New Indian Express 27 January 2020)*

MSRDC

Mahindra Rise.

SaveLIFE FOUNDATION

To know more about how to build a Zero Fatality Corridor or to partner with us visit us at **www.savelifefoundation.org** or mail us at **info@savelifefoundation.org**

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