

2020

ROAD ACCIDENTS IN MAHARASHTRA

ACCIDENT RESEARCH CELL

ADDL. DIRECTOR GENERAL OF POLICE (TRAFFIC) OFFICE,
MUMBAI, MAHARASHTRA- 400001



ROAD ACCIDENTS IN MAHARASHTRA – 2020

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FOREWORD



It gives me immense pleasure to announce the release of Road Accident Data 2020, published by the Highway Safety Patrol, Maharashtra Police. With approximately 12,000 deaths in Maharashtra and over 1.5 Lakh deaths in the country, road accidents are rapidly becoming a major cause of concern.

The Police are committed to reduce road accidents and the resulting fatalities with improved enforcement techniques, education and engineering. To achieve this goal, Maharashtra Police Department has collaborated with multiple entities such as the Public Works Department, Health Department, various NGOs, etc.

The increase in number of vehicles, commuting daily, increases the existing challenges of Traffic Management. The Research Cell of Highway Safety Patrol, Maharashtra, collects and analyzes road accident data with the aim to realize the cause of the accident and to deduce preventive measures to avoid such events in the future.

Road Accidents Maharashtra 2020 includes details of road accidents caused by various factors and throws light on the Traffic Management scenario in Maharashtra. During investigations of such accidents, the Police generally tend to look into the crime aspect, whereas this booklet presents observations on the cause of the accidents and documents analysis based on multiple criteria for data analytics such as – time and place (both rural and urban) of incident, type of vehicle and also the type of road (including National and State Highways and other roads as well).

I hope through this book, we will be able to share valuable insights for better Traffic Management with our fellow State Police Units and also enable them to undertake initiatives with the support of other stakeholders to achieve the collaborative goal of reduced traffic accidents and also for better design and planning of roads.

I congratulate Addl. Director General of Police (Traffic), Maharashtra State, Dr. Bhushan Kumar Upadhyay and his team for releasing this excellent booklet which will go a long way in promoting road safety, improving road accident analysis and also help in the pragmatic and practical formation of strategies by law enforcing agencies for better Traffic Management. Improved technological usage as well as pioneering road designs will be inspired by the information in this booklet.

A handwritten signature in blue ink that reads "Sanjay Pandey".

Sanjay Pandey
Director General of Police
Maharashtra State

PREFACE



As the world struggles to wade through the tragic COVID-19 pandemic, it is also crucial to consider another health crisis, which has been silently rising over the decades. Road accidents wreak suffering, loss, death, grief and economic hardship to millions of families and households. These accidents kill around 1.3 million people and injure up to an additional 50 million people each year, which comes to about 2 persons every second. Moreover, the WHO estimates that, by 2030, road traffic injuries will be the fourth-largest cause of 'healthy life years lost' in the developing and emerging countries.

In the First Decade of Action (2011-2020), the target was to halve the number of deaths compared to the expected increase in deaths over the decade and the key SDG (Sustainable Development Goal) target for road safety was to halve both deaths and injuries in absolute terms. And it is unfortunate that neither of the targets have been met.

In 2019, Maharashtra witnessed 32,925 road accidents out of which 12,788 were road fatalities. We have seen a major drop in road accidents and fatal accidents in the year 2020, resulting in a decrease of 24% in road accidents and 10% decrease in road fatalities. Restricted movement of vehicles owing to the pandemic was also a cause of accident reduction. The leading causes for the fatalities were over speeding, wrong-side driving and dangerous driving. Along with these, less adherence to safety measures like wearing helmets and seat belts was observed.

It is crucial to identify and understand the real issues and problems associated with road safety, faced by those using these roads, for different socio-economic settings and traffic patterns.

Implementation of concepts like Road Network Safety Management must begin with Comprehensive and Correct Analysis of the accident-prone sections of all types of Roads. Post analysis of underlying causes of crashes with bifurcation of causes of accidents (Vehicular/Human behaviour/ Infrastructure), necessary interventions can be designed and prioritized with all stakeholders.

Similarly, soft enforcement followed by hard enforcement, using electronic traffic management system, i.e., E-Challan, training of bystanders/first responders near blackspots/hotspots for casualty handling can help in reducing fatalities.

Personally speaking, the need to promote an integrated approach to road safety such as a Safe System Approach and Vision Zero Fatality must be a priority of each stakeholder. With the right blend of interventions viz. Engineering, Education & Awareness, Enforcement and Emergency Response, it is possible to bring down these daunting figures.

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.

A handwritten signature in black ink, appearing to read 'Dr. Bhushan Kumar Upadhyay', with a horizontal line underneath.

Dr. Bhushan Kumar Upadhyay
Addl. Director General of Police (Traffic)
Maharashtra State

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OVERVIEW

INTERNATIONAL TREND

Roads, across the globe, see varied users ranging from cars, cabs, buses, trucks, motorcycles, mopeds, bicycles, carts, pedestrians, animals, pets and a lot more. The economic and social development of a country has direct relation to its road infrastructure and the travel and transport supported by it. Ironically, each year, these very factors of development also bring with it several miseries. Road crashes lead to millions of deaths and injuries.

Each year, a staggering 1.3 million people are killed on roadways around the world and millions are injured or disabled. Road accidents are estimated to be the eighth leading cause of death globally for all age groups and the leading cause of death for children and young people in the 5-29 age group. More than half of all road traffic deaths occur among young adults aged 15-44. More than half of all road traffic deaths are among vulnerable road users viz, pedestrians, cyclists, and motorcyclists.

It may be noted that over 90% of all road fatalities occur in low and middle-income countries, which have less than half of the world's vehicles. Road traffic injuries cause considerable economic losses not only to individuals and their families but also to nations as a whole. These losses arise from the cost of treatment as well as lost productivity for those killed or disabled by their injuries, and for family members who need to take time off work or school to care for the injured. Road traffic crashes alone cost most countries an alarming 3% of their gross domestic product.

The 3rd Global Ministerial Conference on Road Safety was held in Stockholm on 19th and 20th February, 2020, to review the achievements during the decade and suggest the way forward for the decade 2020-2030. The Conference noted that while the target of 50% reduction during the decade 2011-2020 was not achieved, the number of fatalities had stabilized against population and number of vehicles; the decade also witnessed a growing awareness among Governments for the need to address this issue comprehensively and with a sense of urgency. The Conference aimed at a target of 50% reduction in death and injuries by 2030 and 'Vision Zero' by 2050.

NATIONAL TREND

The Indian road network, spanning over 5 million kilometers, carries almost 90% of the country's passenger traffic and about 65% of the goods. According to a recent World Bank report, India accounts for the highest number of road accidents globally, with 1.5 lakh people being killed and more than 4.5 lakh crippled annually in 4.5 lakh road accidents with losses amounting to 3.14% of the GDP.

70% of deaths are in the working age group of 18 to 45 years old. There are 415 deaths per day in road accidents in India and 78% of road accident deaths are of two-wheeler riders, bicyclists and pedestrians.

MAHARASHTRA TREND

The number of road accidents in Maharashtra has come down in the last three years due to the "Intelligent Traffic Management System" initiatives with defined steps taken to curb over-speeding by the Police in the State.

OVERVIEW

Maharashtra, one of the most developed States 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 17,725 KMs of National Highways, 29,029 KMs of State Highways and 63,886 KMs of other roads.

Road networks are vital to the economic development, trade & social integration for any region. The road infrastructure in the State is managed by various local bodies including the Public Works Department (PWD), 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 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 by operating more than 18,000 buses for its citizen in towns and remote villages. The transport service, popularly known as ST buses, is the most popular choice for all intra-state travel. Additionally, private buses complement to extend the much required choices and massive demand.

Almost 30% of road accidents in Maharashtra occur in Pune, Solapur, Ahmednagar and Nashik districts.

Road accidents are the most unexpected events to happen to any road user, though their frequency is quite often. Unfortunately, we don't learn from our mistakes on the road. The lack of concern/strictness on part of road users causes accidents and crashes.

Listed below are the most common mistakes or human errors committed by road users in Maharashtra, which lead to accidents:

- Over-Speeding
- Drunken Driving
- Red Light Jumping
- Avoiding Safety Gears like Seat belts and Helmets
- Non-adherence to lane driving and overtaking from the right side or without giving an indication
- Wrong-side driving

No Parking, Over Speeding, Driving Without Seat Belts, Signal Jumping and Riding without Helmet are amongst the top five traffic violations for which people are fined.

OVERVIEW

Reasons for road traffic accidents in Maharashtra

Road traffic accidents are a result of a combination of factors including - roads, the environment, road engineering, vehicles and road users and the way they interact. These factors, along with insufficient traffic knowledge regarding speed limits, vehicle handling, road signages, etc., which are primarily human factors, greatly aggravate the exposure to risk of road accidents.

Human Factors

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 road related factors such as defective or narrow roads, defective layout of junctions, insufficient and 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.

Vehicular factors

Conditions of vehicles plying on the roads play a major role in road traffic accidents. Excessive speed, poorly maintained vehicles, worn-out tyres and over-loaded vehicles are amongst the leading factors of accidents associated with vehicles.

Preventive measures

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

- Vehicles

Well-maintained vehicles with good brakes, lighting, tyres, reflectors, etc. help to reduce accidents. Old, stressed and highly polluting vehicles should be phased out gradually. All vehicles should be mandatorily 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 re-laying of road surfaces and markings of road safety signs. Proper footpaths should be provided for pedestrians and pedestrian crossings at intersections. Separate lanes should be provided for slow and fast-moving vehicles. Roads and junctions should be wide and well-lit so that visibility is good.

OVERVIEW

- Human factors

Drivers have a major role to play in reducing accidents. Issuance of driving licenses should be strictly based on the optimum 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 passengers about traffic rules, periodic medical checkups especially, vision and hearing for the drivers, will 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.) will be helpful. Overcrowded passenger vehicles should culminate in cancellation of permits. Setting up of trauma care centers, training of police personnel, teachers, paramedics, etc., will 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 and timely treatment to the accident victims for saving the injured should be highlighted to both the vehicle users and the community. There should be a provision of medical care/first-aid facilities on highways and busy roads as well as the provision of well equipped ambulances and trained personnel in shifting and transporting the injured to nearby hospitals for treatment. Awareness creation amongst all sections of the society to treat accident victims with sympathy and without fear should be taken up so that mortality can be reduced.

Last 3 years Statistics of Road Accidents in Maharashtra

| ROAD ACCIDENTS IN MAHARASHTRA | | | | | | | | |
|-------------------------------|----------|--------|-----------------|---------|--------------|---------|----------------|-----------------|
| | FATAL | | GRIEVOUS INJURY | | MINOR INJURY | | WITHOUT INJURY | TOTAL ACCIDENTS |
| YEAR | Accident | Killed | Accident | Injured | Accident | Injured | | |
| 2018 | 12,098 | 13,261 | 12,648 | 20,335 | 6,585 | 11,030 | 4,386 | 35,717 |
| 2019 | 11,787 | 12,788 | 12,197 | 19,152 | 5,473 | 9,476 | 3,468 | 32,925 |
| 2020 | 10,773 | 11,569 | 9,094 | 13,971 | 3,432 | 5,943 | 1,672 | 24,971 |
| Difference (2019-20) % | -9 | -10 | -25 | -27 | -37 | -37 | -53 | -24 |

The above statistics show a decrease in fatalities and grievous injuries in 2020 as compared to 2019. There is also a reduction of 10% in fatalities, 27% grievously injured and 24% in total accidents respectively in 2020, as compared to 2019. The available data translates into 46.3 persons killed, per hundred accidents, in the year 2020 in Maharashtra. Further, almost 68 accidents and 32 deaths take place every day in the State. Out of 11,569 fatalities, 26% of deaths i.e. 3036 occurred in five units viz. Nashik Rural (801), Pune Rural (696), Ahmednagar (642), Jalgaon (472) and Solapur Rural (425).

As compared to 2019, in 2020, Sindhudurg district showed maximum decrease in fatalities by 33% followed by Aurangabad City with a 32% reduction in fatalities and Pune City stood third with 31% reduction in fatalities.

OVERVIEW

Though road accidents rank among the top 10 causes of human deaths, they get neglected due to the prevalent belief that they are random events and at best considered unintended, inevitable and unpredictable.

Highest number of accidents (3,072) and fatalities (1,462) have been reported in the month of December 2020. This happened mainly because, after the ending of the first COVID-19 lockdown, more and more people came out on the roads in their own vehicles along with their families to travel as tourists or visit their native places since there were restrictions on the use of Public Transportation. Also, if we observe the trends of previous years, we can see that during Christmas vacations and New Year, people are in a more festive and celebratory mindset leading to risky driving sprees.

The maximum reduction in number of accidents (572) and fatalities (303) took place in the month of April 2020. This was primarily due to COVID-19 lockdown resulting in fewer vehicles on the road. Additionally, transportation of agricultural produce was less during this period which resulted in lesser movement of tractor trolleys and other unsafe vehicles on rural roads.

HIGHWAY INITIATIVES

HIGHWAY MRITYUNJAY DOOT

1st March 2021 marked the inception of Highway Police, Maharashtra State initiative, “Highway Mrityunjay Doot”. Every year, nearly 1.5 Lakh people die from road accidents in India. Post conducting a detailed and rigorous analysis into the causes of deaths in cases of road accidents, it was noticed that unavailability of immediate Medical Aid, was the major cause of concern. In many cases, the injured weren’t evacuated and transported appropriately, which aggravated their injury and medical condition.

While, many good Samaritans do come forward for the help and rescue of such victims, some onlookers and passersby, refrain from extending help to victims in such situations to avoid police investigations and follow-up court procedures.

The Highway Police, Maharashtra State has launched the “Highway Mrityunjay Doot” Project to avoid all such scenario and to enable quick and efficient transfer of victims injured in accidents, within the “Golden Hour”, which is most crucial.

As a part of this initiative, employees of nearby Malls, Petrol Pumps, Local Dhabas or Hotels, of adjoining villages form groups of up to 4-5 people. These groups are called “Mrityunjay Devdoot” (Angels of God) and are provided with training in First Aid (including conducting CPRs, precautionary methods for lifting and transporting injured victims, etc.) with the help of Government/Semi-Government or Social Organizations.

With an exhaustive plan, inclusive of rescue, they transport accident victims from the scene to the nearest hospital. Each group is equipped with a First-aid Kit, a stretcher and detailed information about the nearest Hospitals/PHCs, on the entire stretch of National and State Highways in Maharashtra for quick reference. Victims of Road Accidents and their families/relatives are also made aware of the benefits of the existing “Late Balasaheb Thackeray Road Accident Insurance Scheme” of Government of Maharashtra, which could ease their financial burdens.

OPERATION HIGHWAY SAFETY

Mumbai-Pune Expressway & NH 48 (Navi Mumbai-Pune-Kolhapur)

It is observed that heavy vehicles ply on the fast lane of the carriageway which is the right most lane. As a part of this initiative, the pilot scheme “Operation Safety on Highways” is being conducted on Mumbai-Pune Expressway and Mumbai-Pune-Kolhapur Highway (NH-48) to prevent accidents and actions are being taken against such heavy vehicles.

THE GOLDEN HOUR INITIATIVE

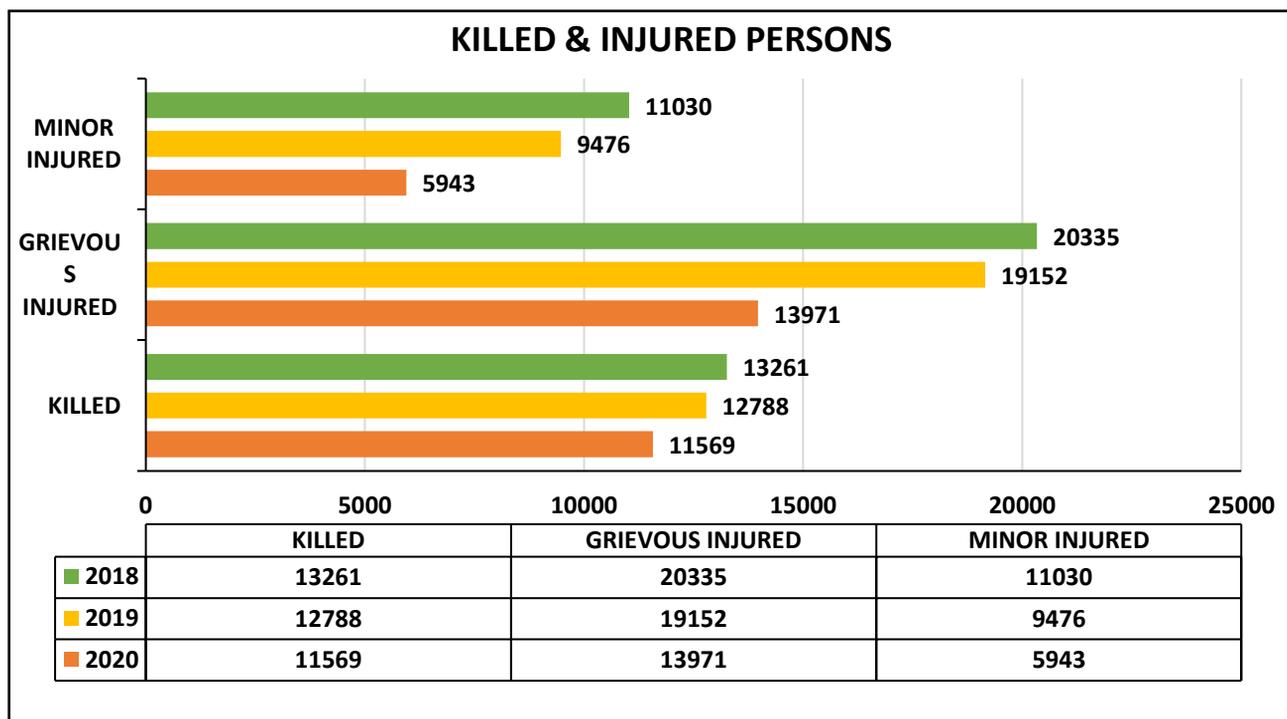
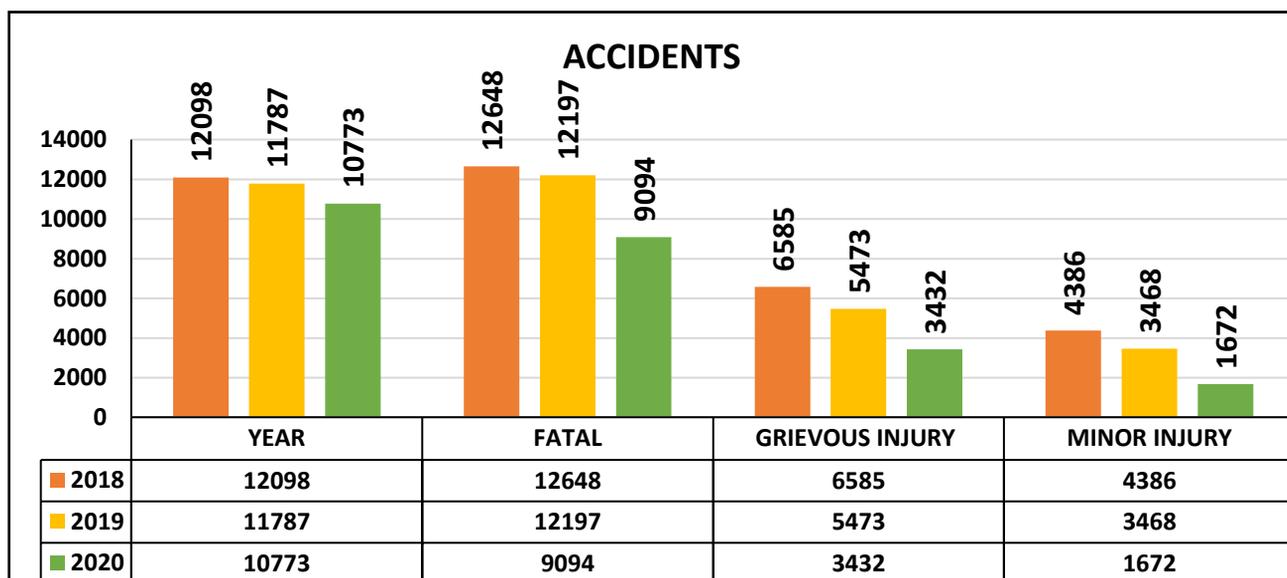
The concept of ‘Golden Hour’ was introduced from 21st November, 2016 on weekends. As a part of this initiative, multi-axle vehicles, ODCs (Over Dimensional Cargo) and other heavy vehicles are kept on hold at stretches, for nearly 4 hours, to ease traffic for small vehicles and other vehicles carrying essential commodities. This has resulted in smooth traffic movement for weekend commuters on Mumbai-Pune Expressway.



MAHARASHTRA STATE ACCIDENT - STATISTICS

ALL MAHARASHTRA YEAR-WISE ACCIDENTS

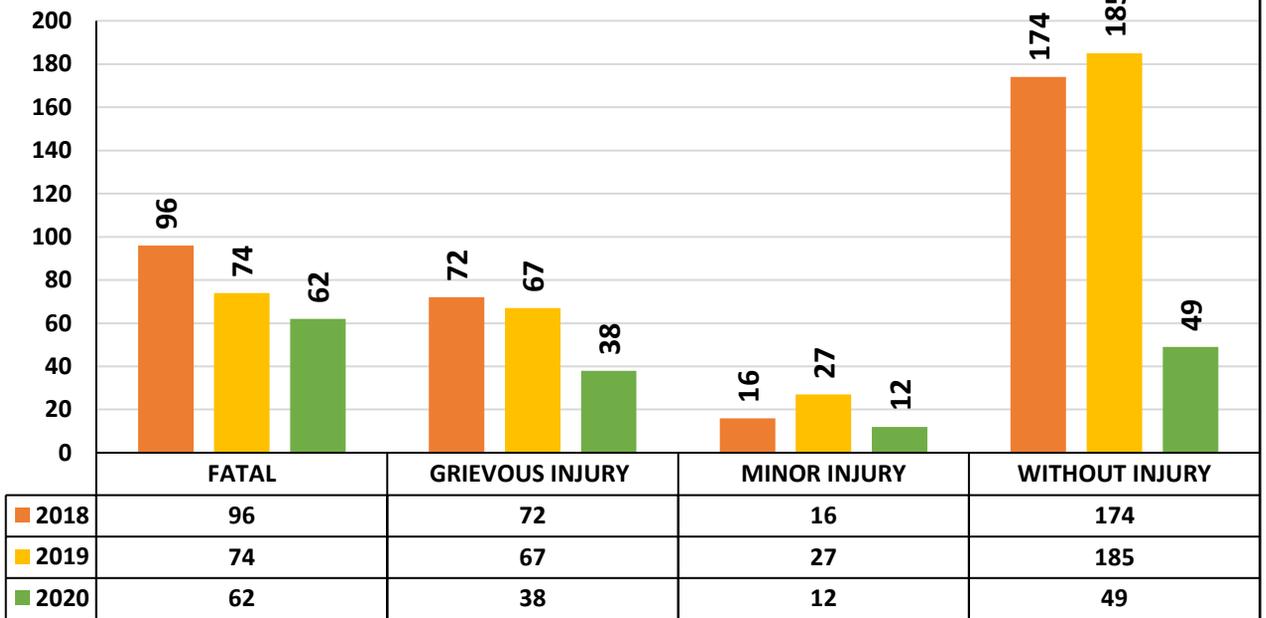
| SR. NO. | YEAR | FATAL ACCIDENTS | | GRIEVOUS INJURY ACCIDENTS | | MINOR INJURY ACCIDENTS | | WITHOUT INJURY ACCIDENTS | TOTAL ACCIDENTS | PERSONS KILLED/ INJURED |
|------------------------|------|-----------------|--------------|---------------------------|-------------------------|------------------------|---------------------|--------------------------|-----------------|-------------------------|
| | | NO. OF ACCIDENT | TOTAL KILLED | NO. OF ACCIDENT | TOTAL SERIOUSLY INJURED | NO. OF ACCIDENT | TOTAL MINOR INJURED | | | |
| 1 | 2018 | 12098 | 13261 | 12648 | 20335 | 6585 | 11030 | 4386 | 35717 | 44626 |
| 2 | 2019 | 11787 | 12788 | 12197 | 19152 | 5473 | 9476 | 3468 | 32925 | 41416 |
| 3 | 2020 | 10773 | 11569 | 9094 | 13971 | 3432 | 5943 | 1672 | 24971 | 31483 |
| Difference (2019-20) % | | -9 | -10 | -25 | -27 | -37 | -37 | -53 | -24 | -24 |



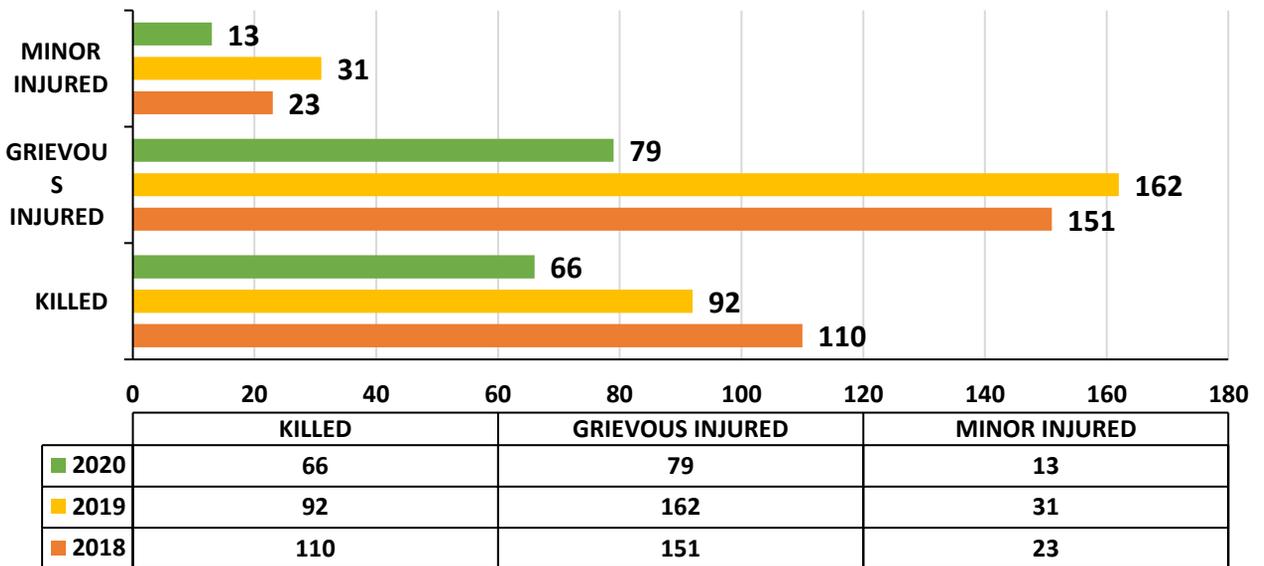
ACCIDENTS CLASSIFIED ON MUMBAI - PUNE EXPRESS WAY

| SR. NO. | YEAR | FATAL ACCIDENTS | | GRIEVOUS INJURY ACCIDENTS | | MINOR INJURY ACCIDENTS | | WITHOUT INJURY ACCIDENTS | TOTAL ACCIDENTS | PERSONS KILLED/ INJURED |
|-----------------------|------|-----------------|--------------|---------------------------|-------------------------|------------------------|---------------------|--------------------------|-----------------|-------------------------|
| | | NO. OF ACCIDENT | TOTAL KILLED | NO. OF ACCIDENT | TOTAL SERIOUSLY INJURED | NO. OF ACCIDENT | TOTAL MINOR INJURED | | | |
| 1 | 2018 | 96 | 110 | 72 | 151 | 16 | 23 | 174 | 358 | 284 |
| 2 | 2019 | 74 | 92 | 67 | 162 | 27 | 31 | 185 | 353 | 285 |
| 3 | 2020 | 62 | 66 | 38 | 79 | 12 | 13 | 49 | 161 | 158 |
| Difference (2019-20)% | | -16 | -28 | -43 | -51 | -56 | -58 | -74 | -55 | -45 |

ACCIDENTS



KILLED & INJURED PERSONS



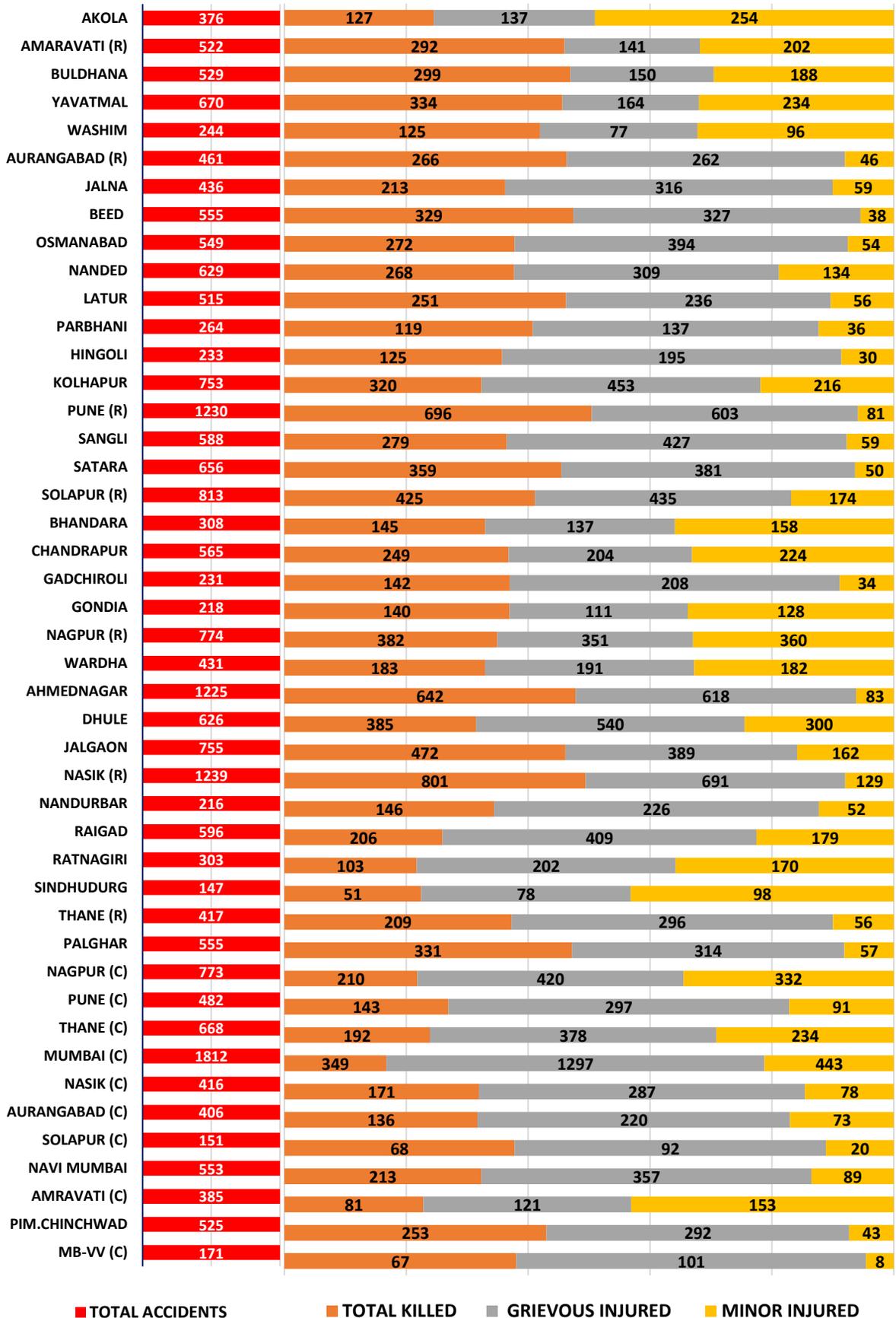
ACCIDENT COMPARATIVE REPORT 2019-2020

| SR. NO | DISTRICT -CP/ SP JURIDUCTION AREA | YEAR 2019 | | | YEAR 2020 | | | COMPARATIVE % | | |
|--------------|-----------------------------------|----------------|--------------|---------------|----------------|--------------|---------------|----------------|--------------|---------------|
| | | TOTAL ACCIDENT | TOTAL KILLED | TOTAL INJURED | TOTAL ACCIDENT | TOTAL KILLED | TOTAL INJURED | TOTAL ACCIDENT | TOTAL KILLED | TOTAL INJURED |
| 1 | AKOLA | 487 | 165 | 473 | 376 | 127 | 391 | -23 | -23 | -17 |
| 2 | AMARAVATI (R) | 559 | 231 | 542 | 522 | 292 | 343 | -7 | 26 | -37 |
| 3 | BULDHANA | 572 | 319 | 421 | 529 | 299 | 338 | -8 | -6 | -20 |
| 4 | YAVATMAL | 1048 | 366 | 494 | 670 | 334 | 398 | -36 | -9 | -19 |
| 5 | WASHIM | 245 | 110 | 180 | 244 | 125 | 173 | 0 | 14 | -4 |
| 6 | AURANGABAD (R) | 558 | 324 | 383 | 461 | 266 | 308 | -17 | -18 | -20 |
| 7 | JALNA | 424 | 188 | 416 | 436 | 213 | 375 | 3 | 13 | -10 |
| 8 | BEED | 595 | 353 | 420 | 555 | 329 | 365 | -7 | -7 | -13 |
| 9 | OSMANABAD | 714 | 264 | 611 | 549 | 272 | 448 | -23 | 3 | -27 |
| 10 | NANDED | 699 | 266 | 483 | 629 | 268 | 443 | -10 | 1 | -8 |
| 11 | LATUR | 641 | 290 | 364 | 515 | 251 | 292 | -20 | -13 | -20 |
| 12 | PARBHANI | 291 | 108 | 207 | 264 | 119 | 173 | -9 | 10 | -16 |
| 13 | HINGOLI | 289 | 123 | 326 | 233 | 125 | 225 | -19 | 2 | -31 |
| 14 | KOLHAPUR | 930 | 363 | 963 | 753 | 320 | 669 | -19 | -12 | -31 |
| 15 | PUNE (R) | 1763 | 852 | 1078 | 1230 | 696 | 684 | -30 | -18 | -37 |
| 16 | SANGLI | 756 | 293 | 790 | 588 | 279 | 486 | -22 | -5 | -38 |
| 17 | SATARA | 890 | 476 | 709 | 656 | 359 | 431 | -26 | -25 | -39 |
| 18 | SOLAPUR (R) | 1065 | 531 | 931 | 813 | 425 | 609 | -24 | -20 | -35 |
| 19 | BHANDARA | 393 | 146 | 420 | 308 | 145 | 295 | -22 | -1 | -30 |
| 20 | CHANDRAPUR | 607 | 267 | 498 | 565 | 249 | 428 | -7 | -7 | -14 |
| 21 | GADCHIROLI | 252 | 157 | 349 | 231 | 142 | 242 | -8 | -10 | -31 |
| 22 | GONDIA | 265 | 160 | 324 | 218 | 140 | 239 | -18 | -13 | -26 |
| 23 | NAGPUR (R) | 843 | 384 | 950 | 774 | 382 | 711 | -8 | -1 | -25 |
| 24 | WARDHA | 488 | 187 | 507 | 431 | 183 | 373 | -12 | -2 | -26 |
| 25 | AHMEDNAGAR | 1691 | 873 | 1051 | 1225 | 642 | 701 | -28 | -26 | -33 |
| 26 | DHULE | 860 | 313 | 950 | 626 | 385 | 840 | -27 | 23 | -12 |
| 27 | JALGAON | 835 | 454 | 770 | 755 | 472 | 551 | -10 | 4 | -28 |
| 28 | NASIK (R) | 1300 | 783 | 1217 | 1239 | 801 | 820 | -5 | 2 | -33 |
| 29 | NANDURBAR | 410 | 157 | 414 | 216 | 146 | 278 | -47 | -7 | -33 |
| 30 | RAIGAD | 991 | 216 | 1130 | 596 | 206 | 588 | -40 | -5 | -48 |
| 31 | RATNAGIRI | 469 | 137 | 515 | 303 | 103 | 372 | -35 | -25 | -28 |
| 32 | SINDHUDURG | 202 | 76 | 217 | 147 | 51 | 176 | -27 | -33 | -19 |
| 33 | THANE (R) | 711 | 222 | 576 | 417 | 209 | 352 | -41 | -6 | -39 |
| 34 | PALGHAR | 1270 | 442 | 804 | 555 | 331 | 371 | -56 | -25 | -54 |
| 35 | NAGPUR (C) | 1007 | 250 | 1042 | 773 | 210 | 752 | -23 | -16 | -28 |
| 36 | PUNE (C) | 791 | 206 | 626 | 482 | 143 | 388 | -39 | -31 | -38 |
| 37 | THANE (C) | 874 | 217 | 794 | 668 | 192 | 612 | -24 | -12 | -23 |
| 38 | MUMBAI (C) | 2872 | 447 | 2925 | 1812 | 349 | 1740 | -37 | -22 | -41 |
| 39 | NASIK (C) | 553 | 177 | 540 | 416 | 171 | 365 | -25 | -3 | -32 |
| 40 | AURANGABAD (C) | 560 | 199 | 434 | 406 | 136 | 293 | -28 | -32 | -32 |
| 41 | SOLAPUR (C) | 225 | 84 | 168 | 151 | 68 | 112 | -33 | -19 | -33 |
| 42 | NAVI MUMBAI | 744 | 249 | 728 | 553 | 213 | 446 | -26 | -14 | -39 |
| 43 | AMRAVATI (C) | 465 | 92 | 394 | 385 | 81 | 274 | -17 | -12 | -30 |
| 44 | PIMPARI CHINCHWAD | 721 | 271 | 494 | 525 | 253 | 335 | -27 | -7 | -32 |
| 45 | Mira Bhayander - Virar | 0 | 0 | 0 | 171 | 67 | 109 | 0 | 0 | 0 |
| TOTAL | | 32925 | 12788 | 28628 | 24971 | 11569 | 19914 | -24 | -10 | -30 |

ACCIDENT REPORT - 2020

| SR. NO | DISTRICT –CP & SP JURIDUCTION AREA | TOTAL ACCIDENT | TOTAL KILLED | TOTAL GRIEVOUS INJURED | TOTAL MINOR INJURED |
|--------------|------------------------------------|----------------|--------------|------------------------|---------------------|
| 1 | Akola | 376 | 127 | 137 | 254 |
| 2 | Amaravati (R) | 522 | 292 | 141 | 202 |
| 3 | Buldhana | 529 | 299 | 150 | 188 |
| 4 | Yavatmal | 670 | 334 | 164 | 234 |
| 5 | Washim | 244 | 125 | 77 | 96 |
| 6 | Aurangabad (R) | 461 | 266 | 262 | 46 |
| 7 | Jalna | 436 | 213 | 316 | 59 |
| 8 | Beed | 555 | 329 | 327 | 38 |
| 9 | Osmanabad | 549 | 272 | 394 | 54 |
| 10 | Nanded | 629 | 268 | 309 | 134 |
| 11 | Latur | 515 | 251 | 236 | 56 |
| 12 | Parbhani | 264 | 119 | 137 | 36 |
| 13 | Hingoli | 233 | 125 | 195 | 30 |
| 14 | Kolhapur | 753 | 320 | 453 | 216 |
| 15 | Pune (R) | 1230 | 696 | 603 | 81 |
| 16 | Sangli | 588 | 279 | 427 | 59 |
| 17 | Satara | 656 | 359 | 381 | 50 |
| 18 | Solapur (R) | 813 | 425 | 435 | 174 |
| 19 | Bhandara | 308 | 145 | 137 | 158 |
| 20 | Chandrapur | 565 | 249 | 204 | 224 |
| 21 | Gadchiroli | 231 | 142 | 208 | 34 |
| 22 | Gondia | 218 | 140 | 111 | 128 |
| 23 | Nagpur (R) | 774 | 382 | 351 | 360 |
| 24 | Wardha | 431 | 183 | 191 | 182 |
| 25 | Ahmednagar | 1225 | 642 | 618 | 83 |
| 26 | Dhule | 626 | 385 | 540 | 300 |
| 27 | Jalgaon | 755 | 472 | 389 | 162 |
| 28 | Nasik (R) | 1239 | 801 | 691 | 129 |
| 29 | Nandurbar | 216 | 146 | 226 | 52 |
| 30 | Raigad | 596 | 206 | 409 | 179 |
| 31 | Ratnagiri | 303 | 103 | 202 | 170 |
| 32 | Sindhudurg | 147 | 51 | 78 | 98 |
| 33 | Thane (R) | 417 | 209 | 296 | 56 |
| 34 | Palghar | 555 | 331 | 314 | 57 |
| 35 | Nagpur (C) | 773 | 210 | 420 | 332 |
| 36 | Pune (C) | 482 | 143 | 297 | 91 |
| 37 | Thane (C) | 668 | 192 | 378 | 234 |
| 38 | Mumbai (C) | 1812 | 349 | 1297 | 443 |
| 39 | Nasik (C) | 416 | 171 | 287 | 78 |
| 40 | Aurangabad (C) | 406 | 136 | 220 | 73 |
| 41 | Solapur (C) | 151 | 68 | 92 | 20 |
| 42 | Navi Mumbai | 553 | 213 | 357 | 89 |
| 43 | Amravati (C) | 385 | 81 | 121 | 153 |
| 44 | Pimpri Chinchwad | 525 | 253 | 292 | 43 |
| 45 | Mira Bhayander-Vasai Virar | 171 | 67 | 101 | 8 |
| TOTAL | | 24971 | 11569 | 13971 | 5943 |

ACCIDENT REPORT CHART - 2020



■ TOTAL ACCIDENTS

■ TOTAL KILLED

■ GRIEVOUS INJURED

■ MINOR INJURED

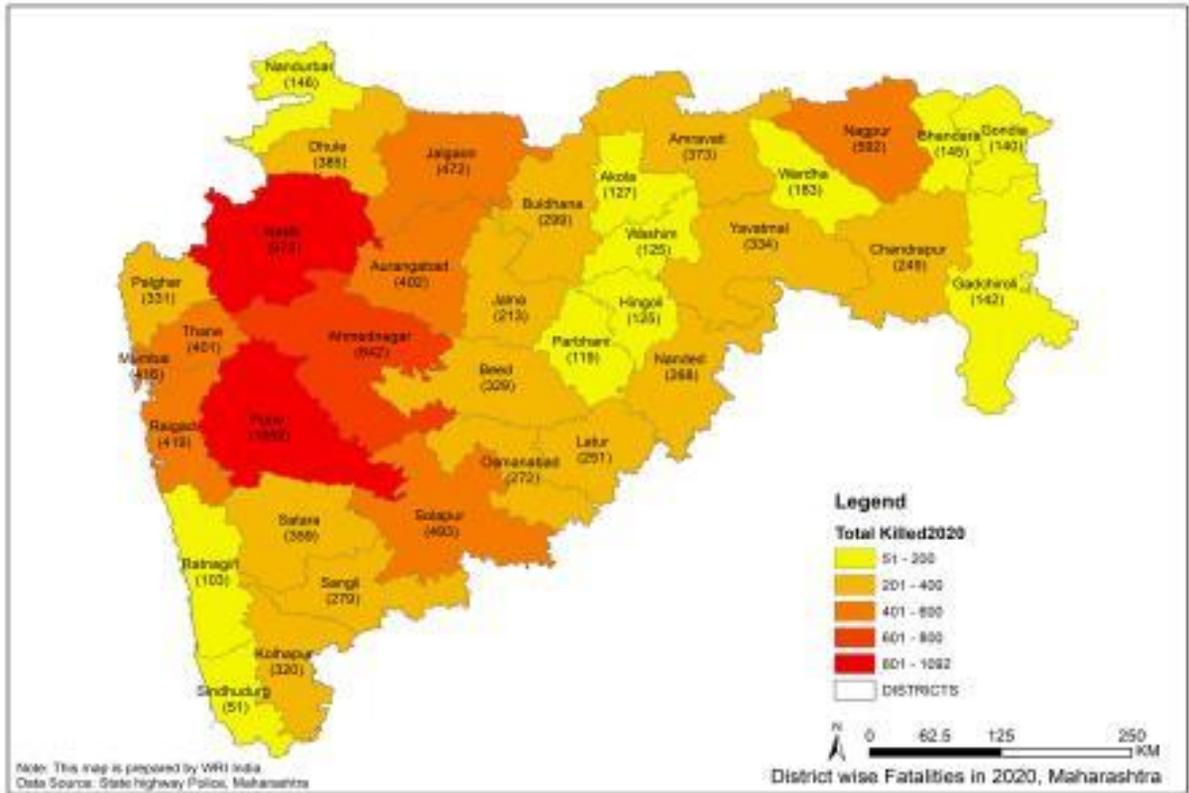
RANGE-WISE ACCIDENT REPORT - 2020

| SR. NO. | DISTRICT/ 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 | 110 | 114 | 13 | 127 | 82 | 126 | 11 | 137 |
| 2 | AMARAVATI (R) | 273 | 261 | 31 | 292 | 80 | 128 | 13 | 141 |
| 3 | BULDHANA | 275 | 265 | 34 | 299 | 116 | 135 | 15 | 150 |
| 4 | YAVATMAL | 302 | 306 | 28 | 334 | 104 | 148 | 16 | 164 |
| 5 | WASHIM | 110 | 113 | 12 | 125 | 52 | 68 | 9 | 77 |
| AMRAVATI RANGE | | 1070 | 1059 | 118 | 1177 | 434 | 605 | 64 | 669 |
| 6 | AURANGABAD (R) | 246 | 257 | 9 | 266 | 178 | 213 | 49 | 262 |
| 7 | JALNA | 206 | 203 | 10 | 213 | 158 | 316 | 0 | 316 |
| 8 | BEED | 301 | 306 | 23 | 329 | 204 | 284 | 43 | 327 |
| 9 | OSMANABAD | 252 | 229 | 43 | 272 | 192 | 331 | 63 | 394 |
| AURANGABAD RANGE | | 1005 | 995 | 85 | 1080 | 732 | 1144 | 155 | 1299 |
| 10 | NANDED | 249 | 233 | 35 | 268 | 234 | 269 | 40 | 309 |
| 11 | LATUR | 241 | 217 | 34 | 251 | 209 | 216 | 20 | 236 |
| 12 | PARBHANI | 112 | 108 | 11 | 119 | 103 | 129 | 8 | 137 |
| 13 | HINGOLI | 116 | 115 | 10 | 125 | 94 | 178 | 17 | 195 |
| NANDED RANGE | | 718 | 673 | 90 | 763 | 640 | 792 | 85 | 877 |
| 14 | KOLHAPUR | 307 | 272 | 48 | 320 | 360 | 394 | 59 | 453 |
| 15 | PUNE (R) | 655 | 633 | 63 | 696 | 459 | 506 | 97 | 603 |
| 16 | SANGLI | 260 | 236 | 43 | 279 | 260 | 342 | 85 | 427 |
| 17 | SATARA | 333 | 319 | 40 | 359 | 251 | 309 | 72 | 381 |
| 18 | SOLAPUR (R) | 395 | 378 | 47 | 425 | 243 | 381 | 54 | 435 |
| KOLHAPUR RANGE | | 1950 | 1838 | 241 | 2079 | 1573 | 1932 | 367 | 2299 |
| 19 | BHANDARA | 136 | 130 | 15 | 145 | 78 | 116 | 21 | 137 |
| 20 | CHANDRAPUR | 224 | 219 | 30 | 249 | 124 | 164 | 40 | 204 |
| 21 | GADCHIROLI | 132 | 131 | 11 | 142 | 49 | 161 | 47 | 208 |
| 22 | GONDIA | 130 | 124 | 16 | 140 | 48 | 95 | 16 | 111 |
| 23 | NAGPUR (R) | 352 | 344 | 38 | 382 | 192 | 314 | 37 | 351 |
| 24 | WARDHA | 165 | 168 | 15 | 183 | 94 | 174 | 17 | 191 |
| NAGPUR RANGE | | 1139 | 1116 | 125 | 1241 | 585 | 1024 | 178 | 1202 |
| 25 | AHMEDNAGAR | 611 | 564 | 78 | 642 | 489 | 521 | 97 | 618 |
| 26 | DHULE | 350 | 349 | 36 | 385 | 232 | 427 | 113 | 540 |
| 27 | JALGAON | 430 | 420 | 52 | 472 | 219 | 352 | 37 | 389 |
| 28 | NASIK (R) | 746 | 732 | 69 | 801 | 427 | 611 | 80 | 691 |
| 29 | NANDURBAR | 130 | 126 | 20 | 146 | 86 | 184 | 42 | 226 |
| NASHIK RANGE | | 2267 | 2191 | 255 | 2446 | 1453 | 2095 | 369 | 2464 |
| 30 | RAIGAD | 184 | 193 | 13 | 206 | 173 | 319 | 90 | 409 |
| 31 | RATNAGIRI | 95 | 90 | 13 | 103 | 100 | 170 | 32 | 202 |
| 32 | SINDHUDURG | 46 | 43 | 8 | 51 | 54 | 68 | 10 | 78 |
| 33 | THANE (R) | 194 | 184 | 25 | 209 | 184 | 245 | 51 | 296 |
| 34 | PALGHAR | 308 | 297 | 34 | 331 | 194 | 263 | 51 | 314 |
| KOKAN RANGE | | 827 | 807 | 93 | 900 | 705 | 1065 | 234 | 1299 |
| 35 | NAGPUR (C) | 195 | 182 | 28 | 210 | 283 | 334 | 86 | 420 |
| 36 | PUNE (C) | 135 | 122 | 21 | 143 | 245 | 217 | 80 | 297 |
| 37 | THANE (C) | 185 | 169 | 23 | 192 | 299 | 321 | 57 | 378 |
| 38 | MUMBAI (C) | 337 | 307 | 42 | 349 | 1078 | 1040 | 257 | 1297 |
| 39 | NASIK (C) | 162 | 148 | 23 | 171 | 195 | 222 | 65 | 287 |
| 40 | AURANGABAD (C) | 129 | 121 | 15 | 136 | 162 | 183 | 37 | 220 |
| 41 | SOLAPUR (C) | 61 | 57 | 11 | 68 | 65 | 73 | 19 | 92 |
| 42 | NAVI MUMBAI | 210 | 198 | 15 | 213 | 251 | 315 | 42 | 357 |
| 43 | AMARAVATI (C) | 75 | 76 | 5 | 81 | 86 | 98 | 23 | 121 |
| 44 | PIMPRI CHINCHWAD (C) | 243 | 220 | 33 | 253 | 219 | 247 | 45 | 292 |
| 45 | Mira Bhayander-V-Virar | 65 | 60 | 7 | 67 | 89 | 89 | 12 | 101 |
| (C) RANGE | | 1797 | 1660 | 223 | 1883 | 2972 | 3139 | 723 | 3862 |
| GRAND TOTAL | | 10773 | 10339 | 1230 | 11569 | 9094 | 11796 | 2175 | 13971 |

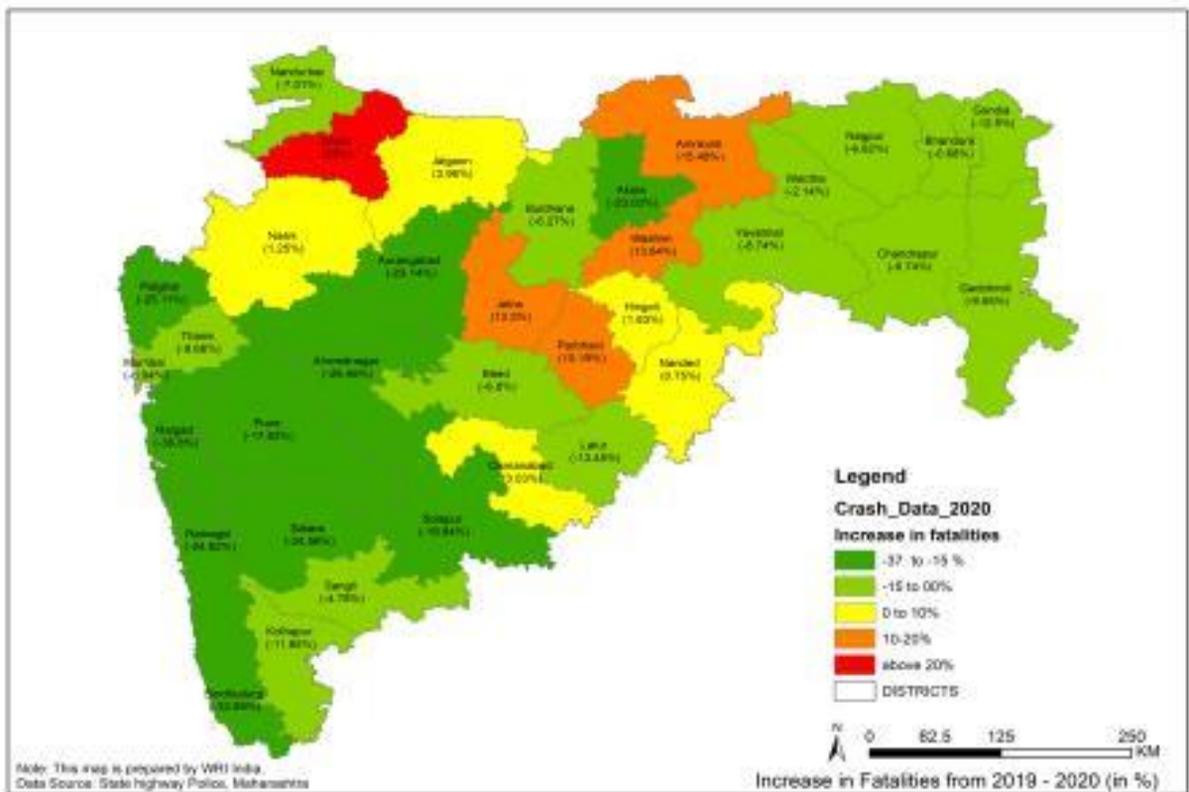
RANGE-WISE ACCIDENT REPORT - 2020

| SR. NO. | DISTRICT/ COMMISSIONER | MINOR INJURY ACCIDENTS | | | | WITHOUT INJURY ACCIDENTS | TOTAL ACCIDENTS | PERSONS KILLED & INJURED |
|---------|----------------------------|------------------------|--------------------------|----------------------------|---------------------------|--------------------------------|--------------------|--------------------------------|
| | | NO. OF ACCIDENT | MALE MINOR INJURED | FEMALE MINOR INJURED | TOTAL MINOR INJURED | | | |
| 1 | AKOLA | 136 | 213 | 41 | 254 | 48 | 376 | 518 |
| 2 | AMARAVATI (R) | 147 | 173 | 29 | 202 | 22 | 522 | 635 |
| 3 | BULDHANA | 111 | 176 | 12 | 188 | 27 | 529 | 637 |
| 4 | YAVATMAL | 120 | 201 | 33 | 234 | 144 | 670 | 732 |
| 5 | WASHIM | 64 | 85 | 11 | 96 | 18 | 244 | 298 |
| | AMRAVATI RANGE | 578 | 848 | 126 | 974 | 259 | 2341 | 2820 |
| 6 | AURANGABAD (R) | 30 | 41 | 5 | 46 | 7 | 461 | 574 |
| 7 | JALNA | 38 | 59 | 0 | 59 | 34 | 436 | 588 |
| 8 | BEED | 31 | 33 | 5 | 38 | 19 | 555 | 694 |
| 9 | OSMANABAD | 40 | 41 | 13 | 54 | 65 | 549 | 720 |
| | AURANGABAD RANGE | 139 | 174 | 23 | 197 | 125 | 2001 | 2576 |
| 10 | NANDED | 92 | 123 | 11 | 134 | 54 | 629 | 711 |
| 11 | LATUR | 49 | 50 | 6 | 56 | 16 | 515 | 543 |
| 12 | PARBHANI | 29 | 34 | 2 | 36 | 20 | 264 | 292 |
| 13 | HINGOLI | 16 | 28 | 2 | 30 | 7 | 233 | 350 |
| | NANDED RANGE | 186 | 235 | 21 | 256 | 97 | 1641 | 1896 |
| 14 | KOLHAPUR | 45 | 168 | 48 | 216 | 41 | 753 | 989 |
| 15 | PUNE (R) | 78 | 76 | 5 | 81 | 38 | 1230 | 1380 |
| 16 | SANGLI | 39 | 51 | 8 | 59 | 29 | 588 | 765 |
| 17 | SATARA | 40 | 42 | 8 | 50 | 32 | 656 | 790 |
| 18 | SOLAPUR (R) | 99 | 142 | 32 | 174 | 76 | 813 | 1034 |
| | KOLHAPUR RANGE | 301 | 479 | 101 | 580 | 216 | 4040 | 4958 |
| 19 | BHANDARA | 73 | 129 | 29 | 158 | 21 | 308 | 440 |
| 20 | CHANDRAPUR | 155 | 184 | 40 | 224 | 62 | 565 | 677 |
| 21 | GADCHIROLI | 28 | 28 | 6 | 34 | 22 | 231 | 384 |
| 22 | GONDIA | 23 | 95 | 33 | 128 | 17 | 218 | 379 |
| 23 | NAGPUR (R) | 194 | 278 | 82 | 360 | 36 | 774 | 1093 |
| 24 | WARDHA | 110 | 147 | 35 | 182 | 62 | 431 | 556 |
| | NAGPUR RANGE | 583 | 861 | 225 | 1086 | 220 | 2527 | 3529 |
| 25 | AHMEDNAGAR | 74 | 78 | 5 | 83 | 51 | 1225 | 1343 |
| 26 | DHULE | 34 | 248 | 52 | 300 | 10 | 626 | 1225 |
| 27 | JALGAON | 83 | 134 | 28 | 162 | 23 | 755 | 1023 |
| 28 | NASIK (R) | 66 | 123 | 6 | 129 | 0 | 1239 | 1621 |
| 29 | NANDURBAR | 0 | 35 | 17 | 52 | 0 | 216 | 424 |
| | NASHIK RANGE | 257 | 618 | 108 | 726 | 84 | 4061 | 5636 |
| 30 | RAIGAD | 90 | 140 | 39 | 179 | 149 | 596 | 794 |
| 31 | RATNAGIRI | 67 | 129 | 41 | 170 | 41 | 303 | 475 |
| 32 | SINDHUDURG | 33 | 84 | 14 | 98 | 14 | 147 | 227 |
| 33 | THANE (R) | 39 | 50 | 6 | 56 | 0 | 417 | 561 |
| 34 | PALGHAR | 6 | 42 | 15 | 57 | 47 | 555 | 702 |
| | KOKAN RANGE | 235 | 445 | 115 | 560 | 251 | 2018 | 2759 |
| 35 | NAGPUR (C) | 261 | 242 | 90 | 332 | 34 | 773 | 962 |
| 36 | PUNE (C) | 75 | 67 | 24 | 91 | 27 | 482 | 531 |
| 37 | THANE (C) | 141 | 190 | 44 | 234 | 43 | 668 | 804 |
| 38 | MUMBAI (C) | 312 | 333 | 110 | 443 | 85 | 1812 | 2089 |
| 39 | NASIK (C) | 57 | 54 | 24 | 78 | 2 | 416 | 536 |
| 40 | AURANGABAD (C) | 56 | 57 | 16 | 73 | 59 | 406 | 429 |
| 41 | SOLAPUR (C) | 15 | 19 | 1 | 20 | 10 | 151 | 180 |
| 42 | NAVI MUMBAI | 76 | 81 | 8 | 89 | 16 | 553 | 659 |
| 43 | AMARAVATI (C) | 119 | 117 | 36 | 153 | 105 | 385 | 355 |
| 44 | PIMPRI CHINCHWAD (C) | 37 | 33 | 10 | 43 | 26 | 525 | 588 |
| 45 | Mira Bhayander-Vasai Virar | 4 | 5 | 3 | 8 | 13 | 171 | 176 |
| | (C) RANGE | 1153 | 1198 | 366 | 1564 | 420 | 6342 | 7309 |
| | GRAND TOTAL | 3432 | 4858 | 1085 | 5943 | 1672 | 24971 | 31483 |

DISTRICT WISE FATALITIES - 2020



INCREASE IN FATALITIES - 2020



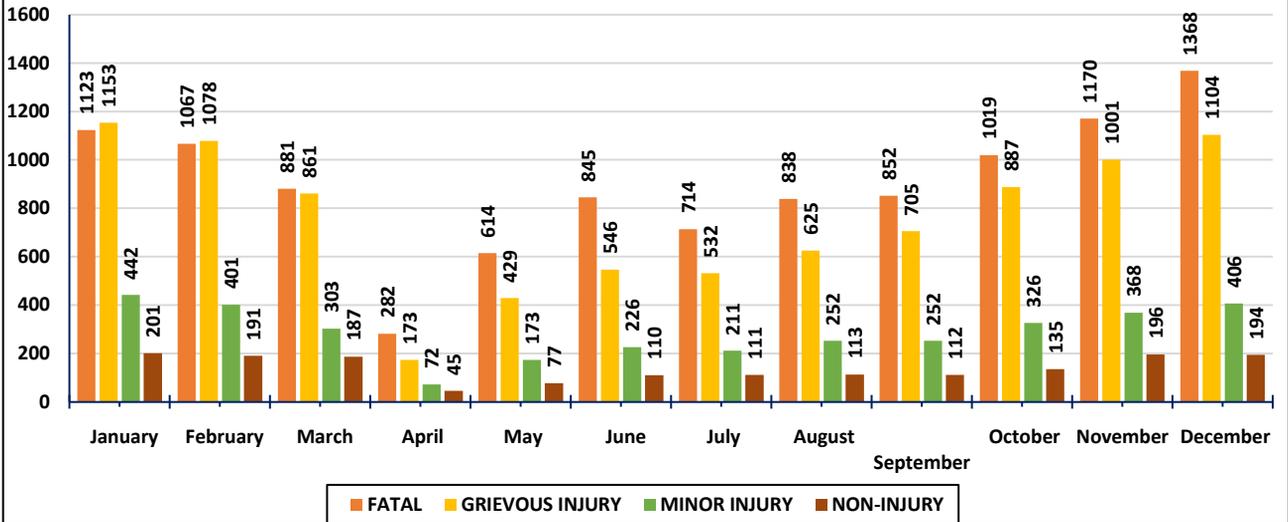
ROAD ACCIDENTS CLASSIFIED ACCORDING TO MONTH

| SR.NO | MONTH | (A) TYPE OF ACCIDENTS | | | | |
|--------------|-----------|-----------------------|-----------------|--------------|-------------|--------------|
| | | FATAL | GRIEVOUS INJURY | MINOR INJURY | NON-INJURY | TOTAL |
| 1 | January | 1123 | 1153 | 442 | 201 | 2919 |
| 2 | February | 1067 | 1078 | 401 | 191 | 2737 |
| 3 | March | 881 | 861 | 303 | 187 | 2232 |
| 4 | April | 282 | 173 | 72 | 45 | 572 |
| 5 | May | 614 | 429 | 173 | 77 | 1293 |
| 6 | June | 845 | 546 | 226 | 110 | 1727 |
| 7 | July | 714 | 532 | 211 | 111 | 1568 |
| 8 | August | 838 | 625 | 252 | 113 | 1828 |
| 9 | September | 852 | 705 | 252 | 112 | 1921 |
| 10 | October | 1019 | 887 | 326 | 135 | 2367 |
| 11 | November | 1170 | 1001 | 368 | 196 | 2735 |
| 12 | December | 1368 | 1104 | 406 | 194 | 3072 |
| TOTAL | | 10773 | 9094 | 3432 | 1672 | 24971 |

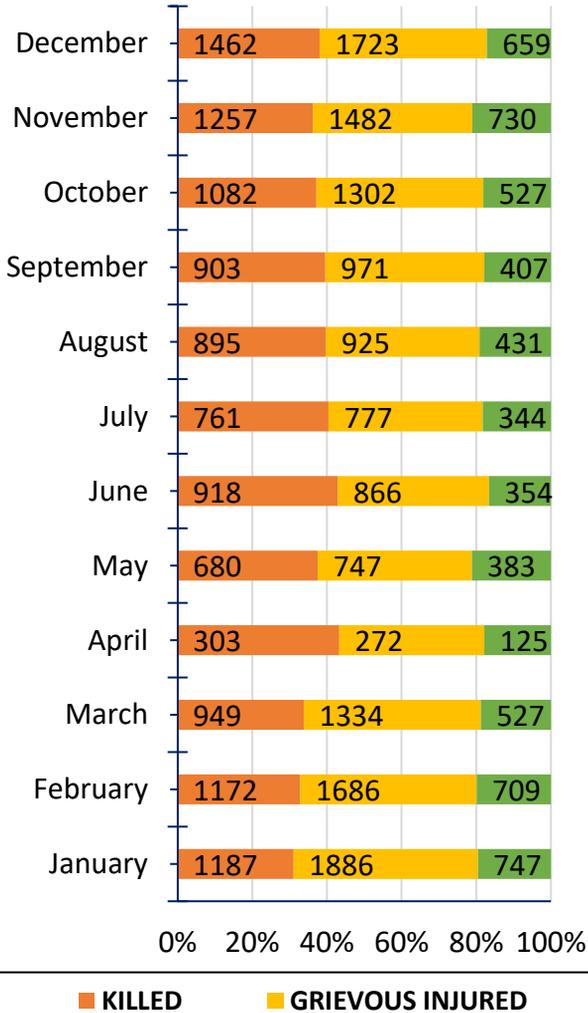
| SR.NO | MONTH | (B) NUMBER OF PERSONS INVOLVED | | | |
|--------------|-----------|--------------------------------|------------------|---------------|--------------|
| | | KILLED | GRIEVOUS INJURED | MINOR INJURED | TOTAL |
| 1 | January | 1187 | 1886 | 747 | 3820 |
| 2 | February | 1172 | 1686 | 709 | 3567 |
| 3 | March | 949 | 1334 | 527 | 2810 |
| 4 | April | 303 | 272 | 125 | 700 |
| 5 | May | 680 | 747 | 383 | 1810 |
| 6 | June | 918 | 866 | 354 | 2138 |
| 7 | July | 761 | 777 | 344 | 1882 |
| 8 | August | 895 | 925 | 431 | 2251 |
| 9 | September | 903 | 971 | 407 | 2281 |
| 10 | October | 1082 | 1302 | 527 | 2911 |
| 11 | November | 1257 | 1482 | 730 | 3469 |
| 12 | December | 1462 | 1723 | 659 | 3844 |
| TOTAL | | 11569 | 13971 | 5943 | 31483 |

ROAD ACCIDENTS CLASSIFIED ACCORDING TO MONTH

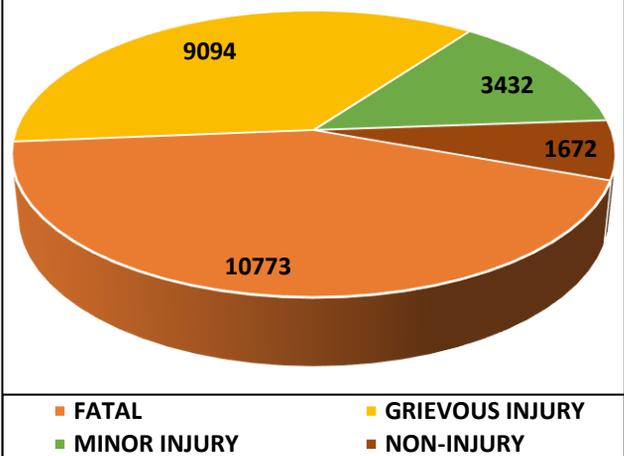
ACCIDENTS



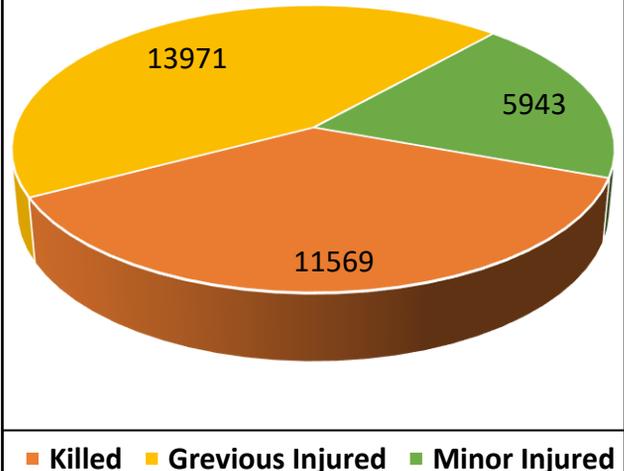
PERSONS INVOLVED



Accidents

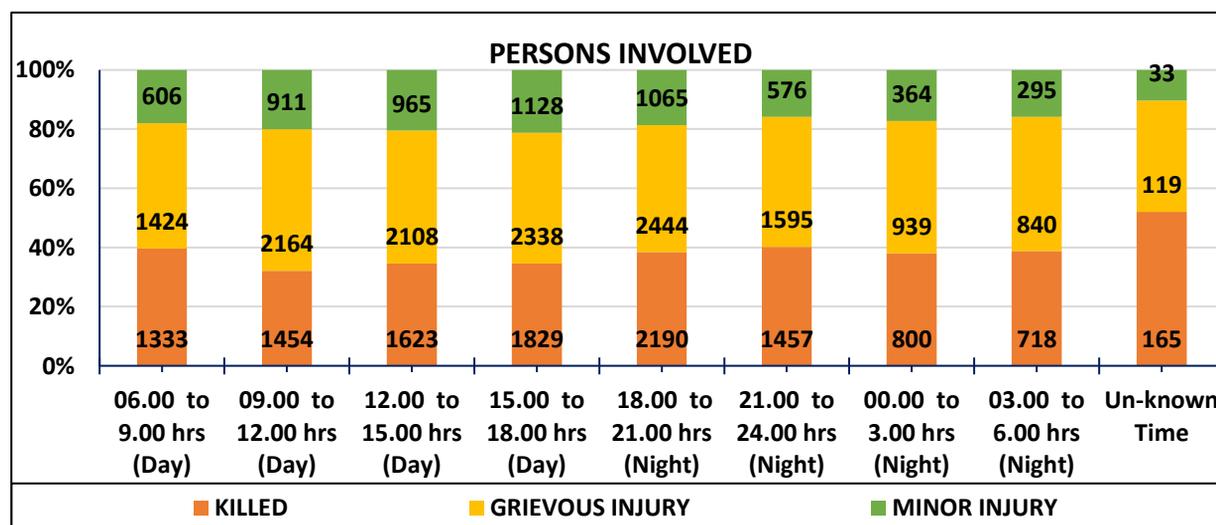
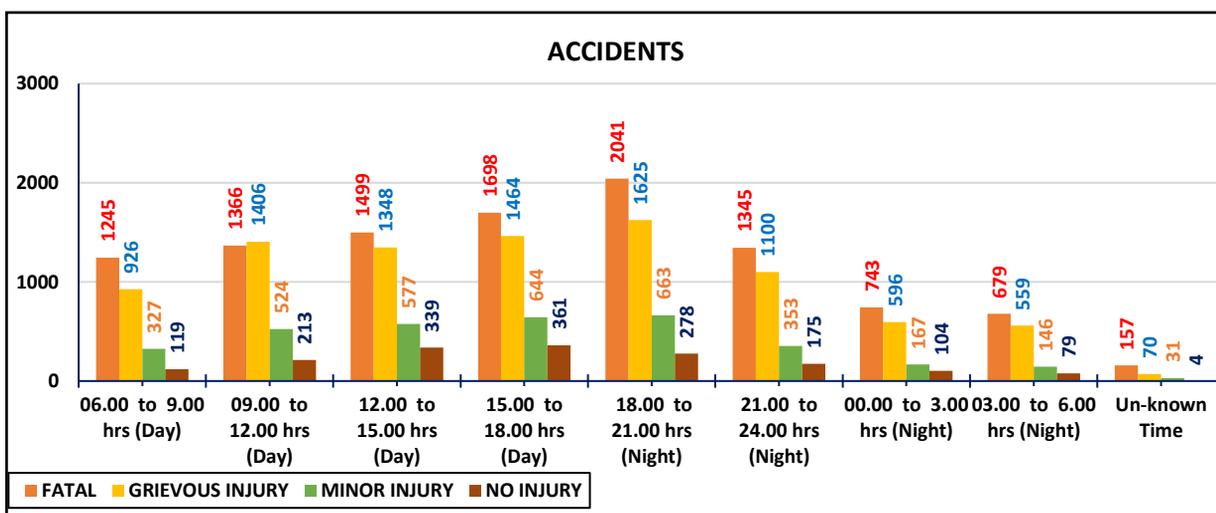


PERSONS INVOLVED



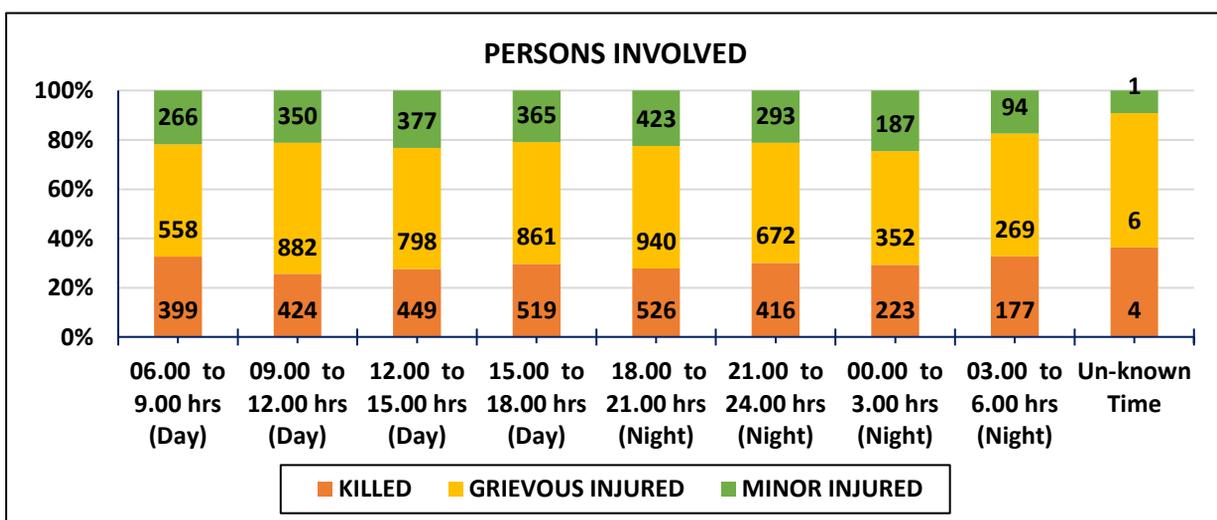
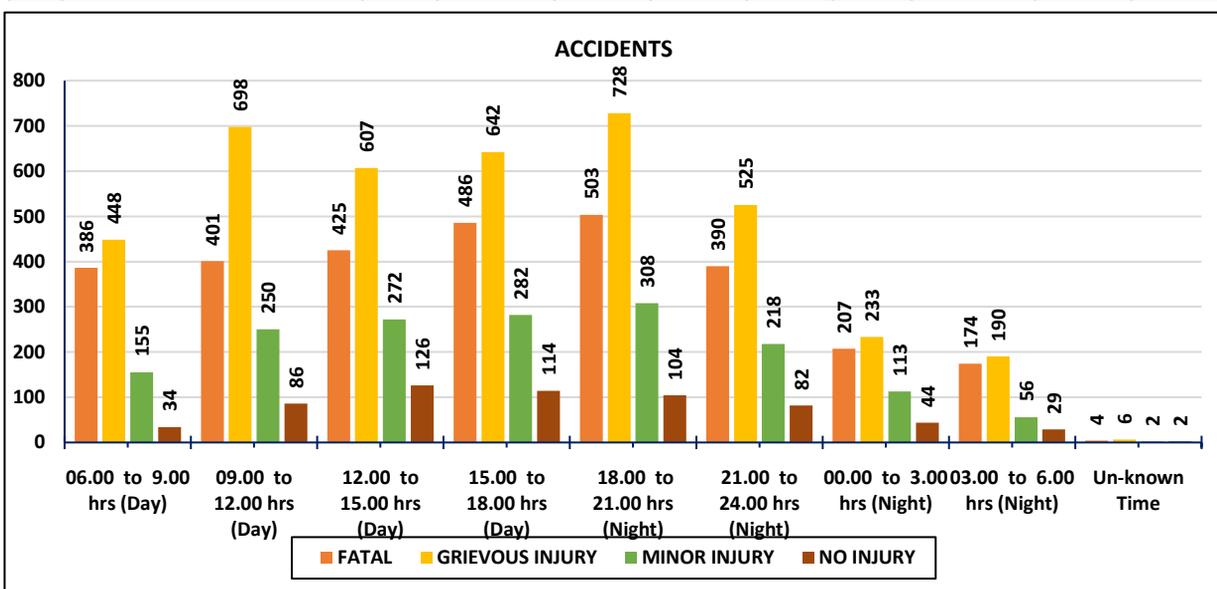
ACCIDENTS CLASSIFIED ACCORDING TO AREA AND TIME

| (A) URBAN + RURAL (TOTAL) | | | | | | | | | | |
|----------------------------------|----------------------------|-------------------|-----------------|--------------|-------------|--------------|-------------------|-----------------|--------------|--------------|
| SR. NO | TIME | TYPE OF ACCIDENTS | | | | | NUMBER OF PERSONS | | | |
| | | FATAL | GRIEVOUS INJURY | MINOR INJURY | NO INJURY | TOTAL | KILLED | GRIEVOUS INJURY | MINOR INJURY | TOTAL |
| 1 | 06.00 to 9.00 hrs (Day) | 1245 | 926 | 327 | 119 | 2617 | 1333 | 1424 | 606 | 3363 |
| 2 | 09.00 to 12.00 hrs (Day) | 1366 | 1406 | 524 | 213 | 3509 | 1454 | 2164 | 911 | 4529 |
| 3 | 12.00 to 15.00 hrs (Day) | 1499 | 1348 | 577 | 339 | 3763 | 1623 | 2108 | 965 | 4696 |
| 4 | 15.00 to 18.00 hrs (Day) | 1698 | 1464 | 644 | 361 | 4167 | 1829 | 2338 | 1128 | 5295 |
| 5 | 18.00 to 21.00 hrs (Night) | 2041 | 1625 | 663 | 278 | 4607 | 2190 | 2444 | 1065 | 5699 |
| 6 | 21.00 to 24.00 hrs (Night) | 1345 | 1100 | 353 | 175 | 2973 | 1457 | 1595 | 576 | 3628 |
| 7 | 00.00 to 3.00 hrs (Night) | 743 | 596 | 167 | 104 | 1610 | 800 | 939 | 364 | 2103 |
| 8 | 03.00 to 6.00 hrs (Night) | 679 | 559 | 146 | 79 | 1463 | 718 | 840 | 295 | 1853 |
| 9 | Un-known Time | 157 | 70 | 31 | 4 | 262 | 165 | 119 | 33 | 317 |
| | TOTAL | 10773 | 9094 | 3432 | 1672 | 24971 | 11569 | 13971 | 5943 | 31483 |



ACCIDENTS CLASSIFIED ACCORDING TO AREA AND TIME

| (B) URBAN | | | | | | | | | | |
|-----------|----------------------------|-------------------|-----------------|--------------|------------|-------------|-------------------|-----------------|--------------|--------------|
| SR. NO | TIME | TYPE OF ACCIDENTS | | | | | NUMBER OF PERSONS | | | |
| | | FATAL | GRIEVOUS INJURY | MINOR INJURY | NO INJURY | TOTAL | KILLED | GRIEVOUS INJURY | MINOR INJURY | TOTAL |
| 1 | 06.00 to 9.00 hrs (Day) | 386 | 448 | 155 | 34 | 1023 | 399 | 558 | 266 | 1223 |
| 2 | 09.00 to 12.00 hrs (Day) | 401 | 698 | 250 | 86 | 1435 | 424 | 882 | 350 | 1656 |
| 3 | 12.00 to 15.00 hrs (Day) | 425 | 607 | 272 | 126 | 1430 | 449 | 798 | 377 | 1624 |
| 4 | 15.00 to 18.00 hrs (Day) | 486 | 642 | 282 | 114 | 1524 | 519 | 861 | 365 | 1745 |
| 5 | 18.00 to 21.00 hrs (Night) | 503 | 728 | 308 | 104 | 1643 | 526 | 940 | 423 | 1889 |
| 6 | 21.00 to 24.00 hrs (Night) | 390 | 525 | 218 | 82 | 1215 | 416 | 672 | 293 | 1381 |
| 7 | 00.00 to 3.00 hrs (Night) | 207 | 233 | 113 | 44 | 597 | 223 | 352 | 187 | 762 |
| 8 | 03.00 to 6.00 hrs (Night) | 174 | 190 | 56 | 29 | 449 | 177 | 269 | 94 | 540 |
| 9 | Unknown Time | 4 | 6 | 2 | 2 | 14 | 4 | 6 | 1 | 11 |
| | TOTAL | 2976 | 4077 | 1656 | 621 | 9330 | 3137 | 5338 | 2356 | 10831 |

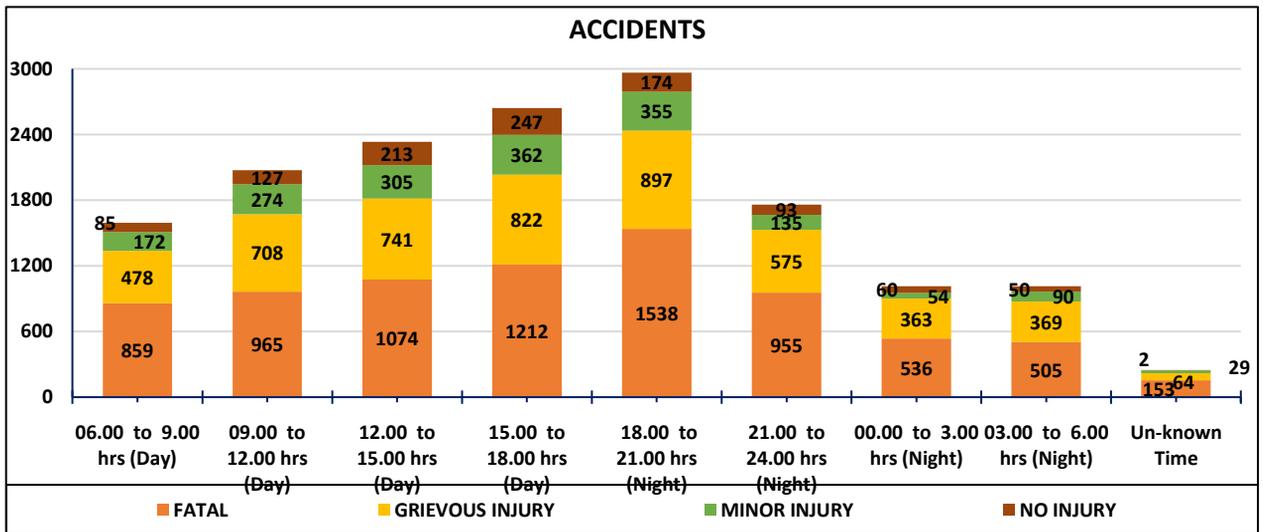


ACCIDENTS CLASSIFIED ACCORDING TO AREA AND TIME

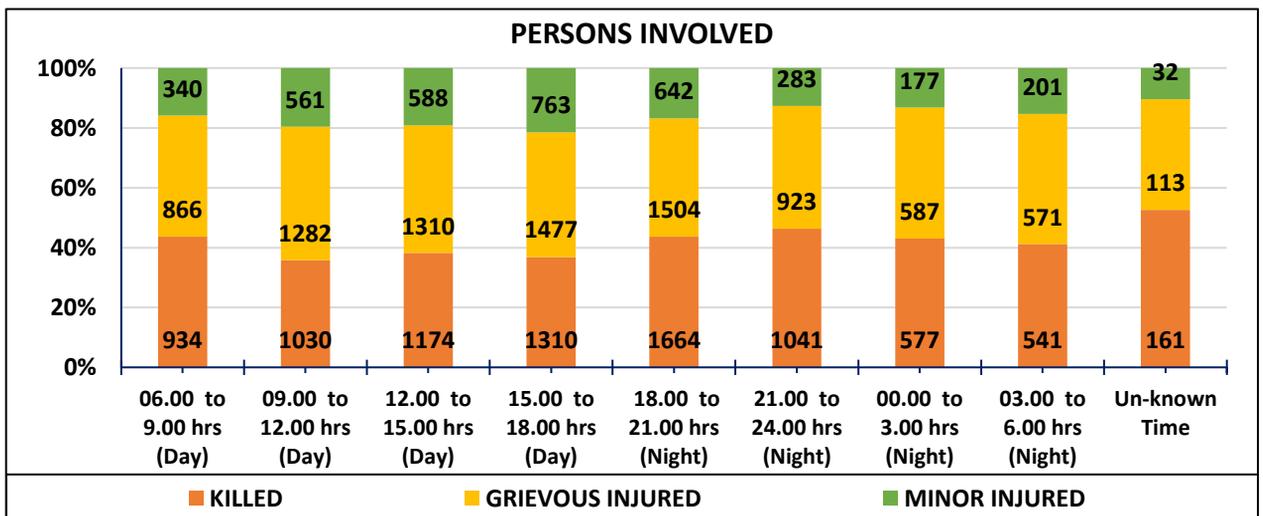
(C) RURAL

| SR. NO | TIME | TYPE OF ACCIDENTS | | | | | NUMBER OF PERSONS | | | |
|--------|----------------------------|-------------------|-----------------|--------------|-------------|--------------|-------------------|-----------------|--------------|--------------|
| | | FATAL | GRIEVOUS INJURY | MINOR INJURY | NO INJURY | TOTAL | KILLED | GRIEVOUS INJURY | MINOR INJURY | TOTAL |
| 1 | 06.00 to 9.00 hrs (Day) | 859 | 478 | 172 | 85 | 1594 | 934 | 866 | 340 | 2140 |
| 2 | 09.00 to 12.00 hrs (Day) | 965 | 708 | 274 | 127 | 2074 | 1030 | 1282 | 561 | 2873 |
| 3 | 12.00 to 15.00 hrs (Day) | 1074 | 741 | 305 | 213 | 2333 | 1174 | 1310 | 588 | 3072 |
| 4 | 15.00 to 18.00 hrs (Day) | 1212 | 822 | 362 | 247 | 2643 | 1310 | 1477 | 763 | 3550 |
| 5 | 18.00 to 21.00 hrs (Night) | 1538 | 897 | 355 | 174 | 2964 | 1664 | 1504 | 642 | 3810 |
| 6 | 21.00 to 24.00 hrs (Night) | 955 | 575 | 135 | 93 | 1758 | 1041 | 923 | 283 | 2247 |
| 7 | 00.00 to 3.00 hrs (Night) | 536 | 363 | 54 | 60 | 1013 | 577 | 587 | 177 | 1341 |
| 8 | 03.00 to 6.00 hrs (Night) | 505 | 369 | 90 | 50 | 1014 | 541 | 571 | 201 | 1313 |
| 9 | Un-known Time | 153 | 64 | 29 | 2 | 248 | 161 | 113 | 32 | 306 |
| | TOTAL | 7797 | 5017 | 1776 | 1051 | 15641 | 8432 | 8633 | 3587 | 20652 |

ACCIDENTS

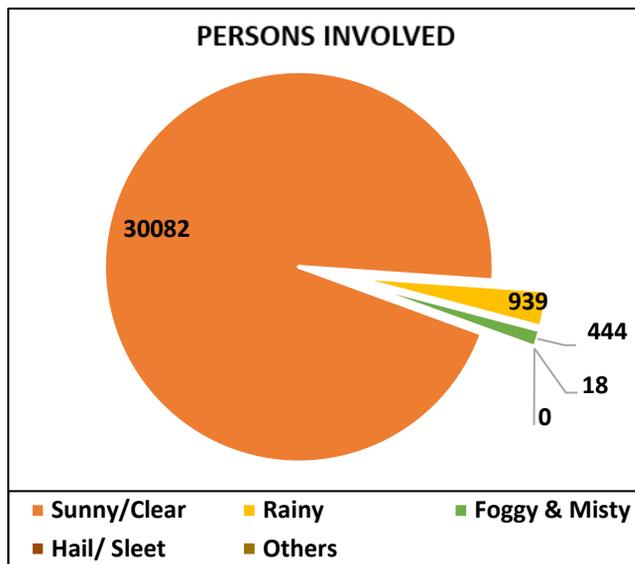
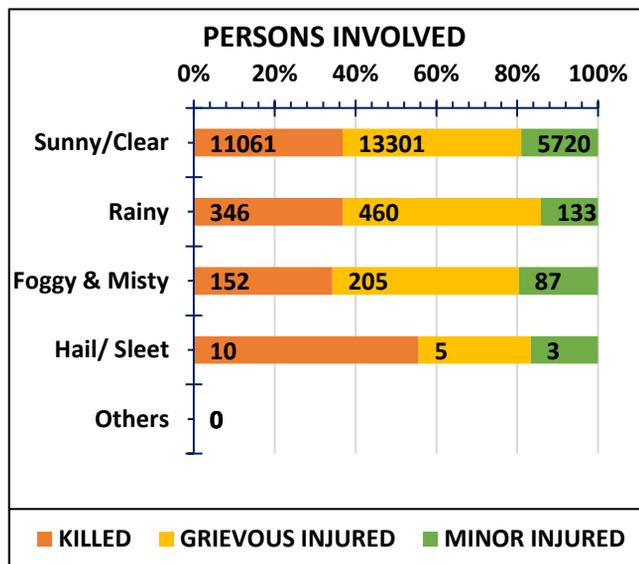
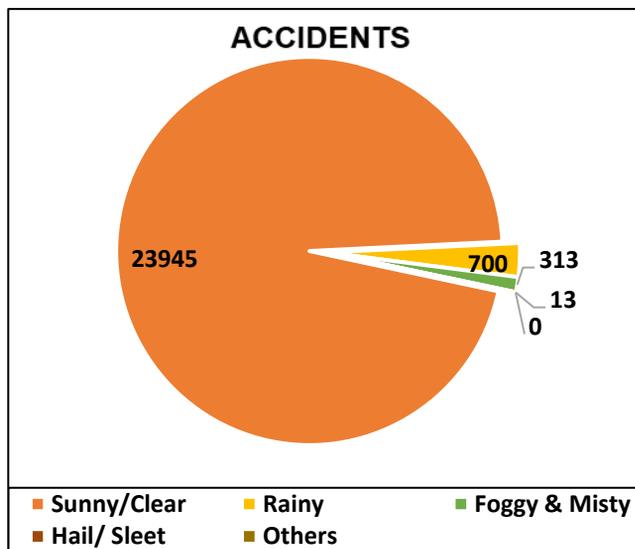
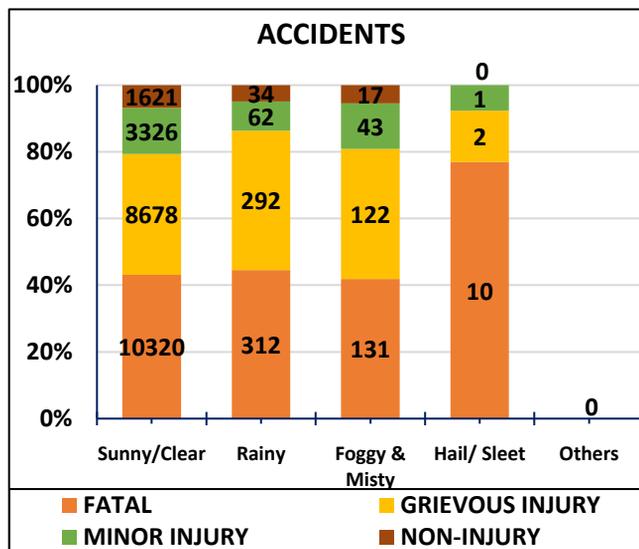


PERSONS INVOLVED



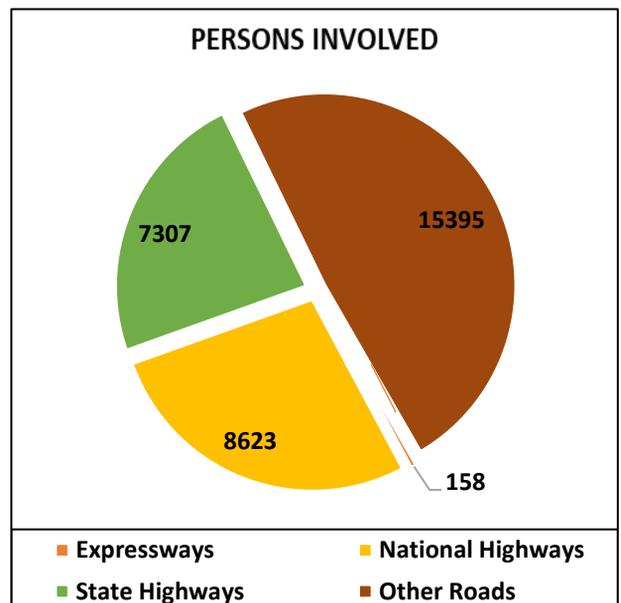
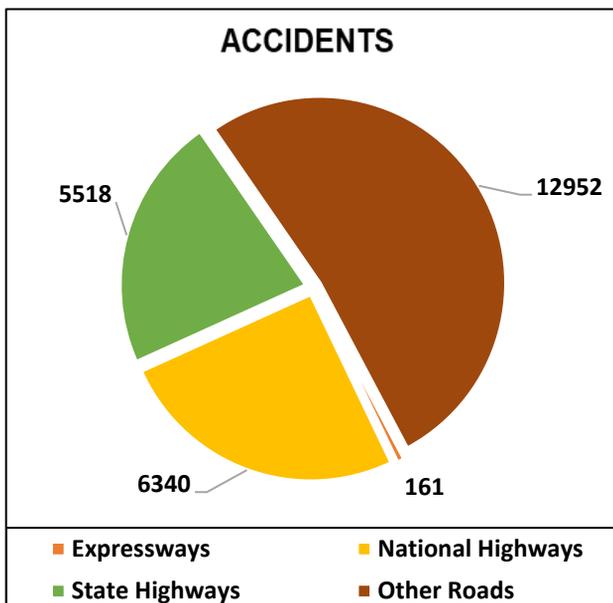
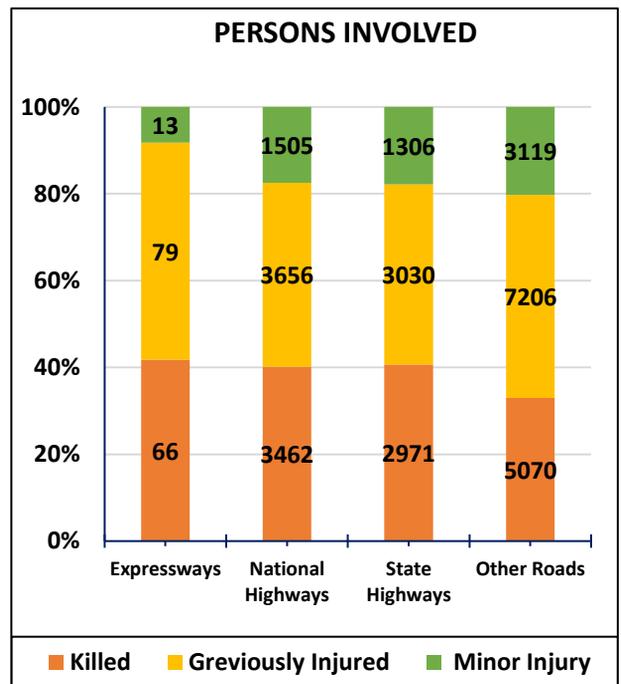
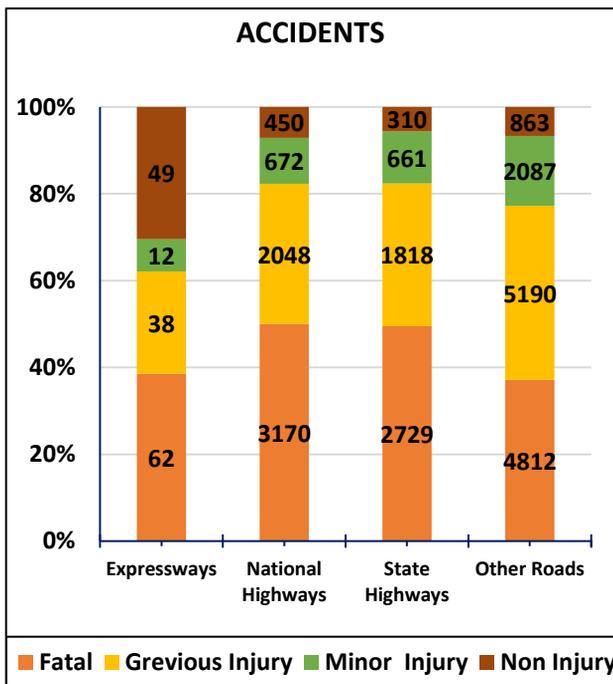
ACCIDENTS CLASSIFIED ACCORDING TO WEATHER CONDITIONS

| 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 | 10320 | 8678 | 3326 | 1621 | 23945 | 11061 | 13301 | 5720 | 30082 |
| 2 | Rainy | 312 | 292 | 62 | 34 | 700 | 346 | 460 | 133 | 939 |
| 3 | Foggy & Misty | 131 | 122 | 43 | 17 | 313 | 152 | 205 | 87 | 444 |
| 4 | Hail/ Sleet | 10 | 2 | 1 | 0 | 13 | 10 | 5 | 3 | 18 |
| 5 | Others | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | | 10773 | 9094 | 3432 | 1672 | 24971 | 11569 | 13971 | 5943 | 31483 |



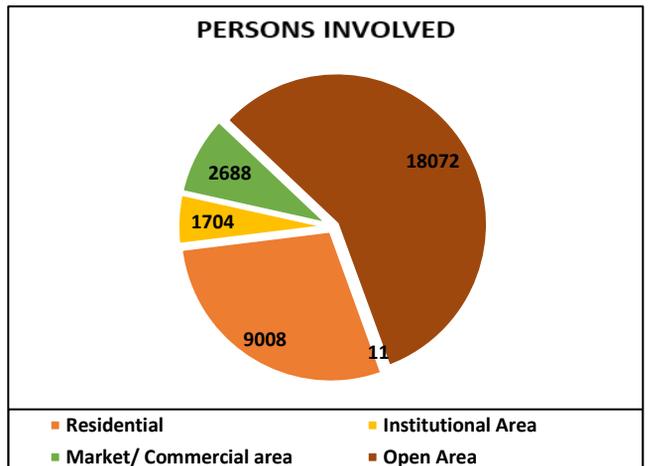
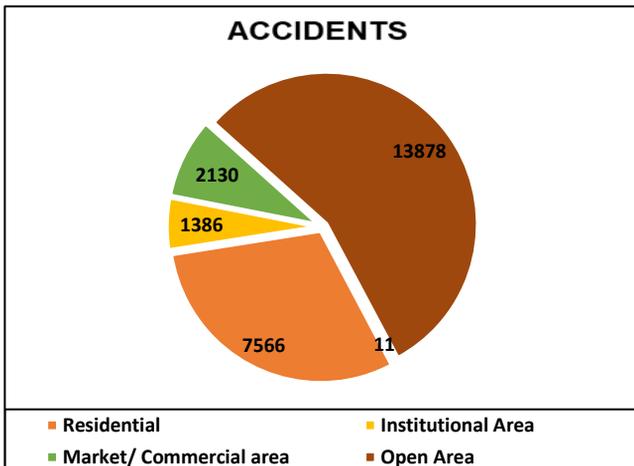
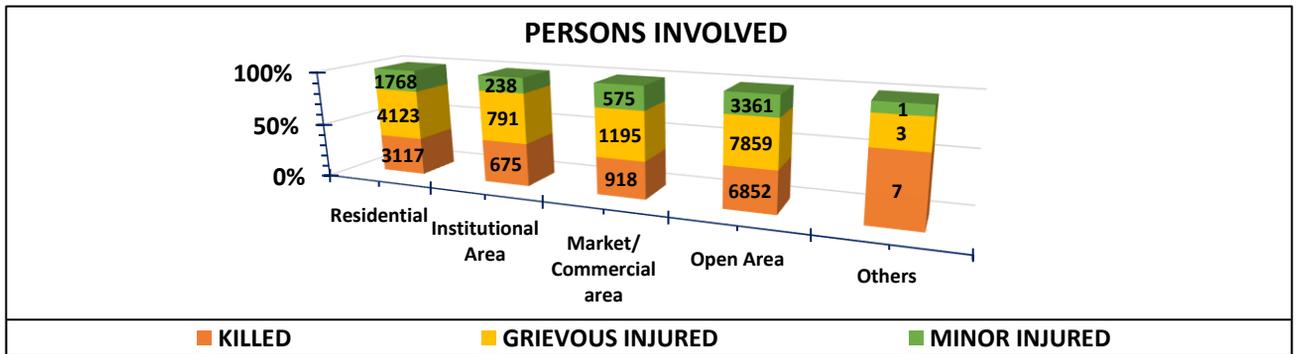
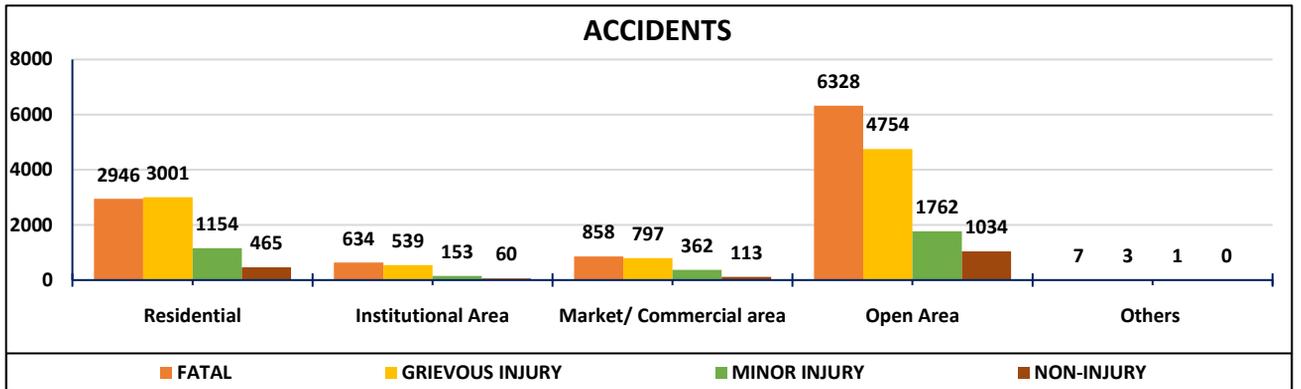
ACCIDENTS CLASSIFIED ACCORDING TO CLASSIFICATION OF ROAD

| 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 | 62 | 38 | 12 | 49 | 161 | 66 | 79 | 13 | 158 |
| 2 | National Highways | 3170 | 2048 | 672 | 450 | 6340 | 3462 | 3656 | 1505 | 8623 |
| 3 | State Highways | 2729 | 1818 | 661 | 310 | 5518 | 2971 | 3030 | 1306 | 7307 |
| 4 | Other Roads | 4812 | 5190 | 2087 | 863 | 12952 | 5070 | 7206 | 3119 | 15395 |
| Total | | 10773 | 9094 | 3432 | 1672 | 24971 | 11569 | 13971 | 5943 | 31483 |



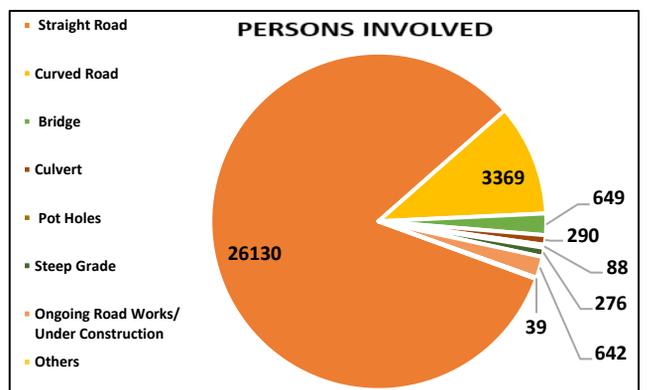
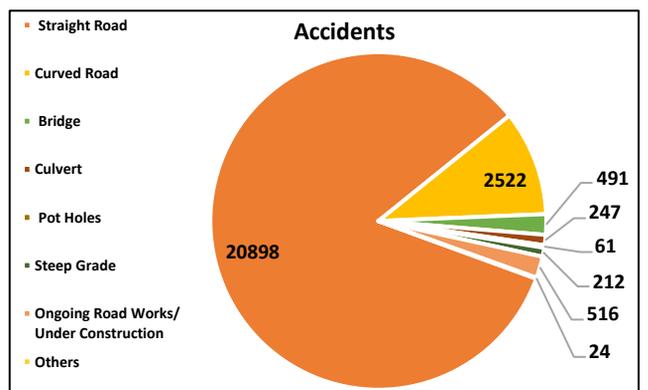
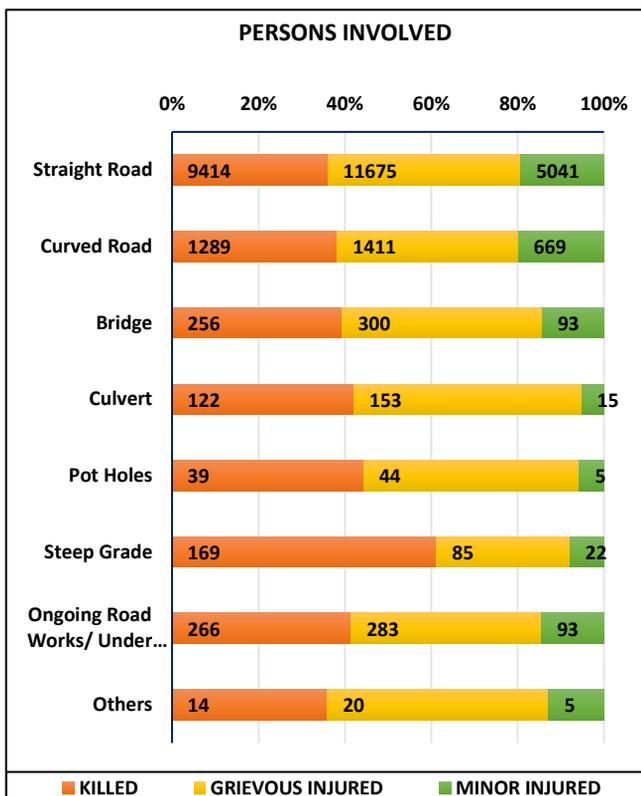
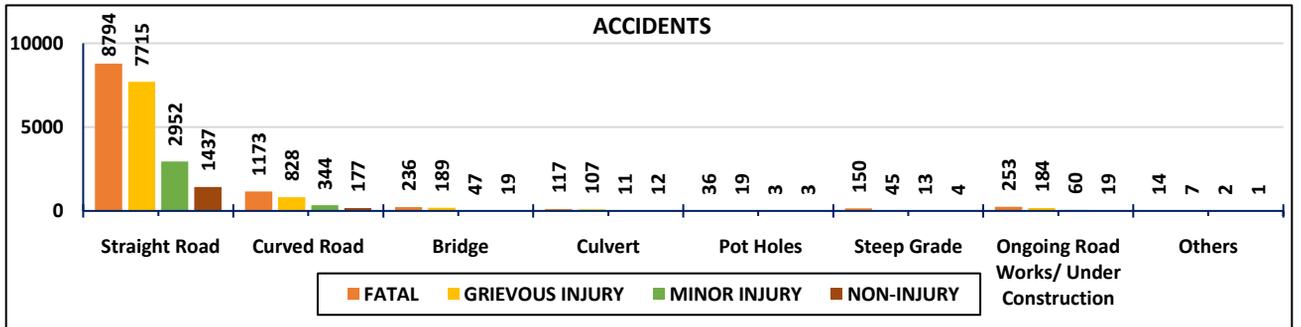
ACCIDENTS CLASSIFIED ACCORDING TO ROAD ENVIRONMENT

| 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 | 2946 | 3001 | 1154 | 465 | 7566 | 3117 | 4123 | 1768 | 9008 |
| 2 | Institutional Area | 634 | 539 | 153 | 60 | 1386 | 675 | 791 | 238 | 1704 |
| 3 | Market/ Commercial area | 858 | 797 | 362 | 113 | 2130 | 918 | 1195 | 575 | 2688 |
| 4 | Open Area | 6328 | 4754 | 1762 | 1034 | 13878 | 6852 | 7859 | 3361 | 18072 |
| 5 | Others | 7 | 3 | 1 | 0 | 11 | 7 | 3 | 1 | 11 |
| | TOTAL | 10773 | 9094 | 3432 | 1672 | 24971 | 11569 | 13971 | 5943 | 31483 |



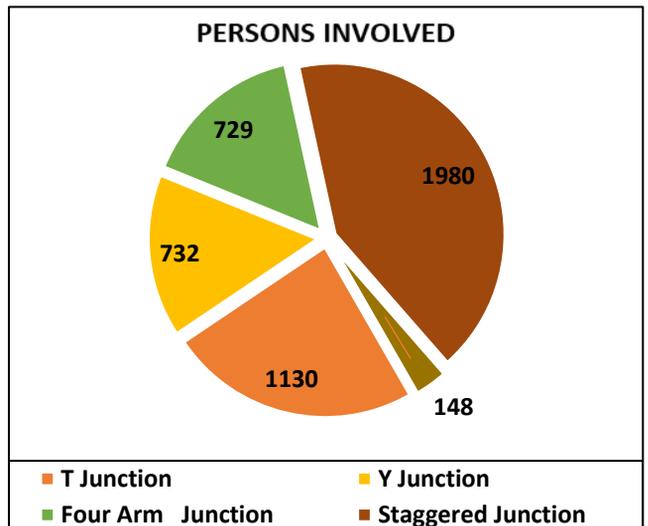
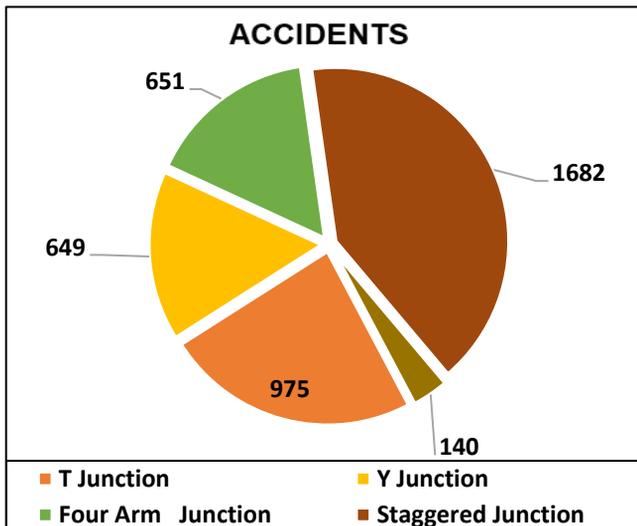
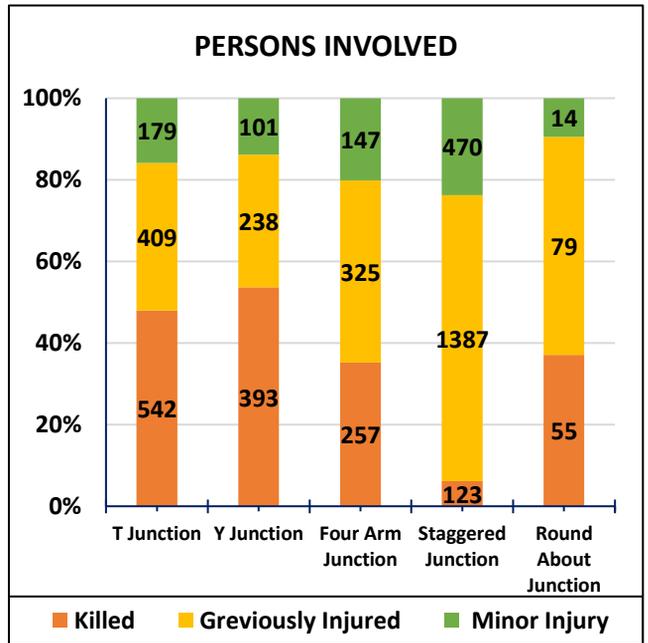
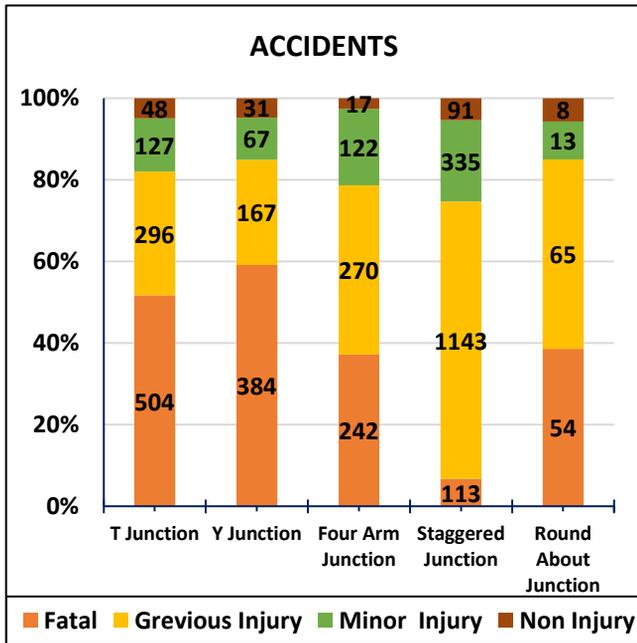
ACCIDENTS CLASSIFIED ACCORDING TO ROAD FEATURES

| | 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 | 8794 | 7715 | 2952 | 1437 | 20898 | 9414 | 11675 | 5041 | 26130 |
| 2 | Curved Road | 1173 | 828 | 344 | 177 | 2522 | 1289 | 1411 | 669 | 3369 |
| 3 | Bridge | 236 | 189 | 47 | 19 | 491 | 256 | 300 | 93 | 649 |
| 4 | Culvert | 117 | 107 | 11 | 12 | 247 | 122 | 153 | 15 | 290 |
| 5 | Pot Holes | 36 | 19 | 3 | 3 | 61 | 39 | 44 | 5 | 88 |
| 6 | Steep Grade | 150 | 45 | 13 | 4 | 212 | 169 | 85 | 22 | 276 |
| 7 | Ongoing Road Works/ Under Construction | 253 | 184 | 60 | 19 | 516 | 266 | 283 | 93 | 642 |
| 8 | Others | 14 | 7 | 2 | 1 | 24 | 14 | 20 | 5 | 39 |
| TOTAL | | 10773 | 9094 | 3432 | 1672 | 24971 | 11569 | 13971 | 5943 | 31483 |



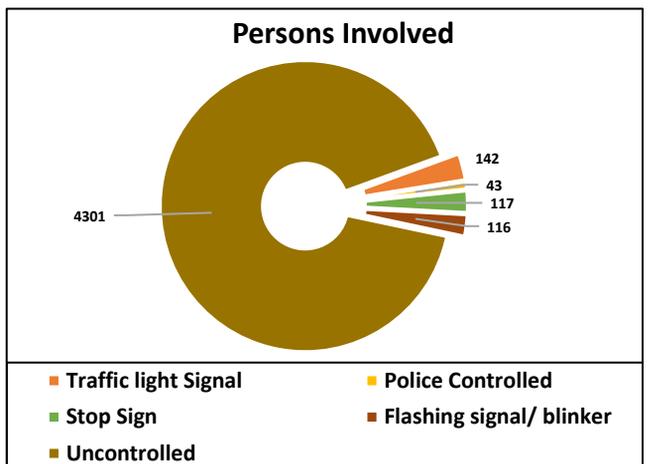
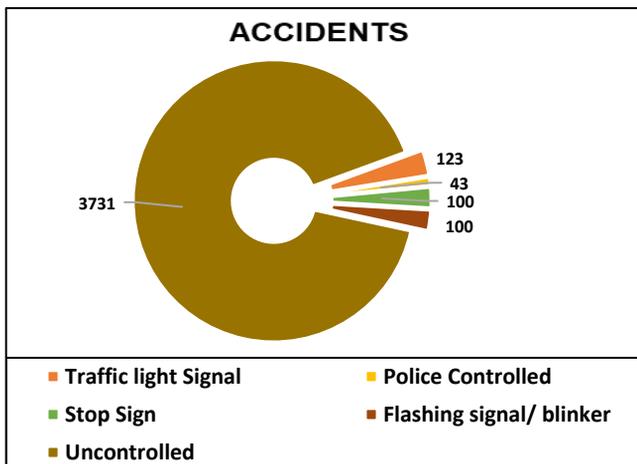
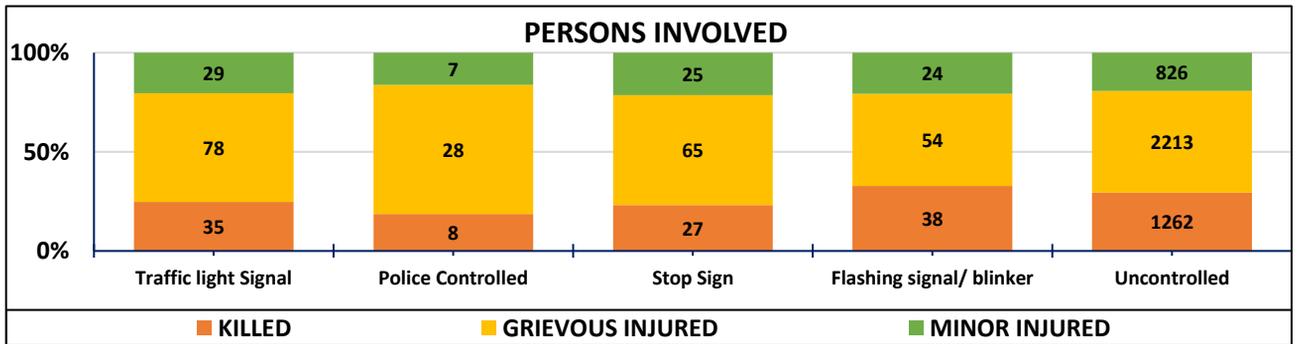
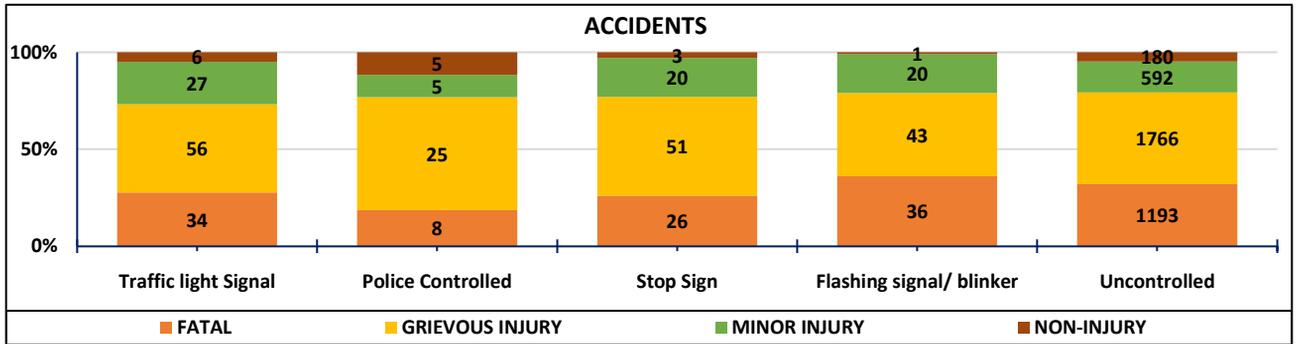
ACCIDENTS CLASSIFIED ACCORDING TO ROAD JUNCTION TYPE

| 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 | 504 | 296 | 127 | 48 | 975 | 542 | 409 | 179 | 1130 |
| 2 | Y Junction | 384 | 167 | 67 | 31 | 649 | 393 | 238 | 101 | 732 |
| 3 | Four Arm Junction | 242 | 270 | 122 | 17 | 651 | 257 | 325 | 147 | 729 |
| 4 | Staggered Junction | 113 | 1143 | 335 | 91 | 1682 | 123 | 1387 | 470 | 1980 |
| 5 | Round About Junction | 54 | 65 | 13 | 8 | 140 | 55 | 79 | 14 | 148 |
| Total | | 1297 | 1941 | 664 | 195 | 4097 | 1370 | 2438 | 911 | 4719 |



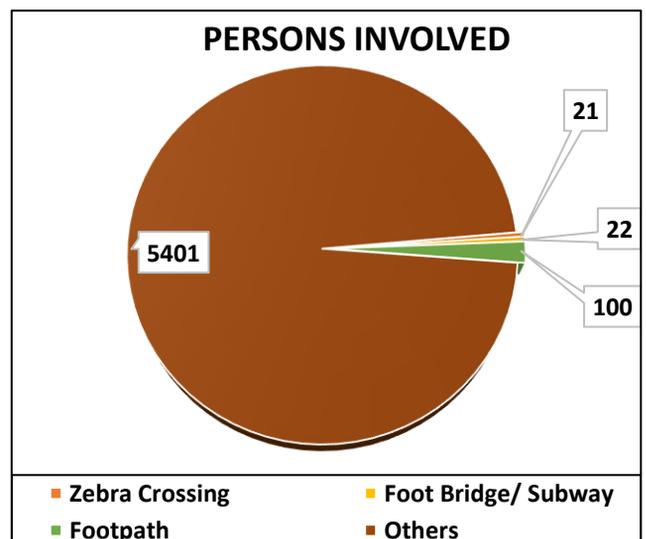
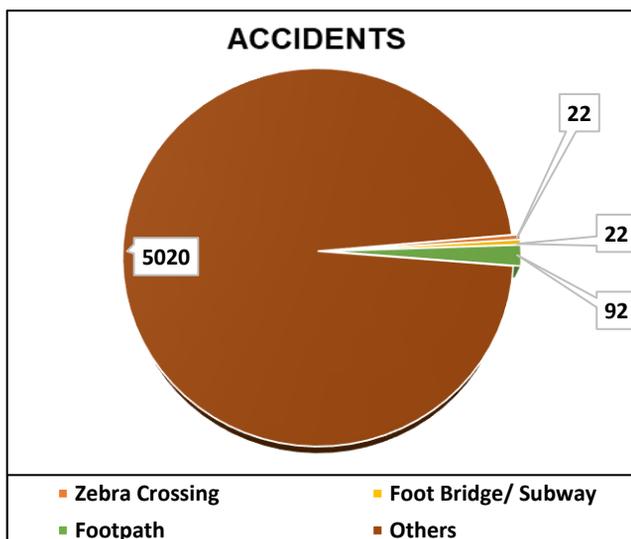
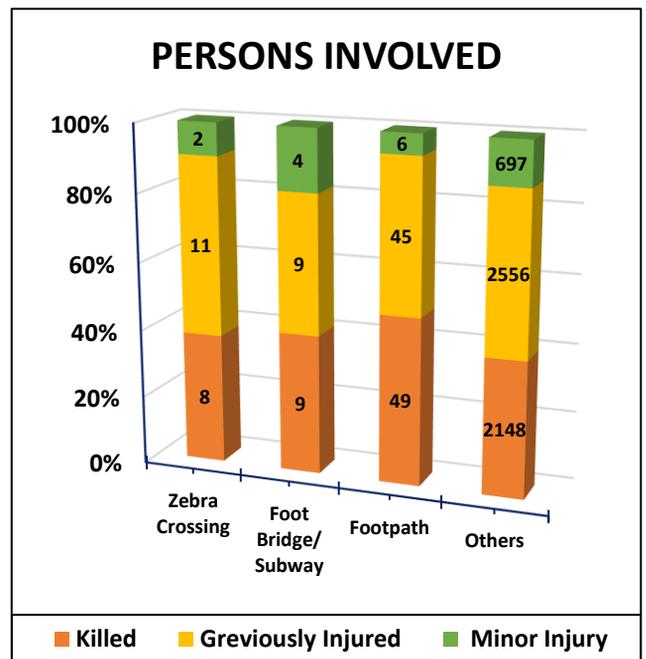
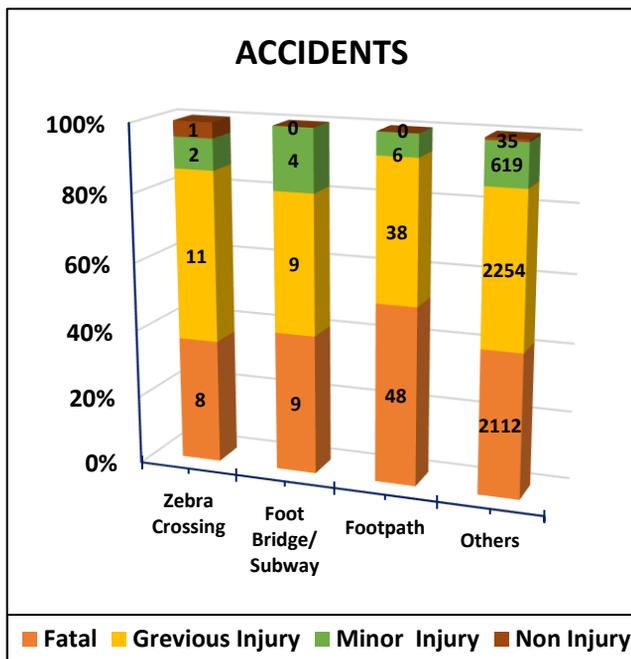
ACCIDENTS CLASSIFIED ACCORDING TO TRAFFIC CONTROL AT JUNCTION

| 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 | 34 | 56 | 27 | 6 | 123 | 35 | 78 | 29 | 142 |
| 2 | Police Controlled | 8 | 25 | 5 | 5 | 43 | 8 | 28 | 7 | 43 |
| 3 | Stop Sign | 26 | 51 | 20 | 3 | 100 | 27 | 65 | 25 | 117 |
| 4 | Flashing signal/ blinker | 36 | 43 | 20 | 1 | 100 | 38 | 54 | 24 | 116 |
| 5 | Uncontrolled | 1193 | 1766 | 592 | 180 | 3731 | 1262 | 2213 | 826 | 4301 |
| Total | | 1297 | 1941 | 664 | 195 | 4097 | 1370 | 2438 | 911 | 4719 |



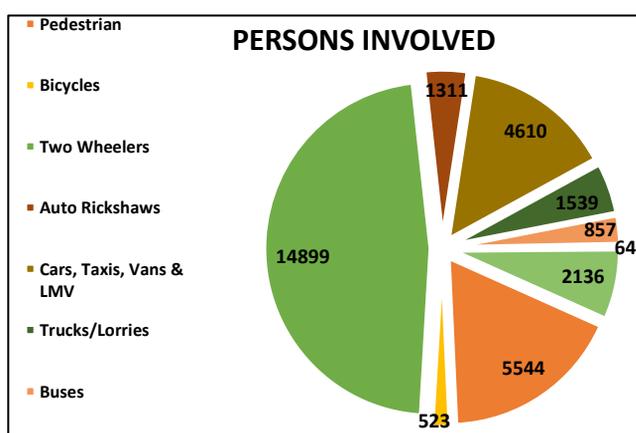
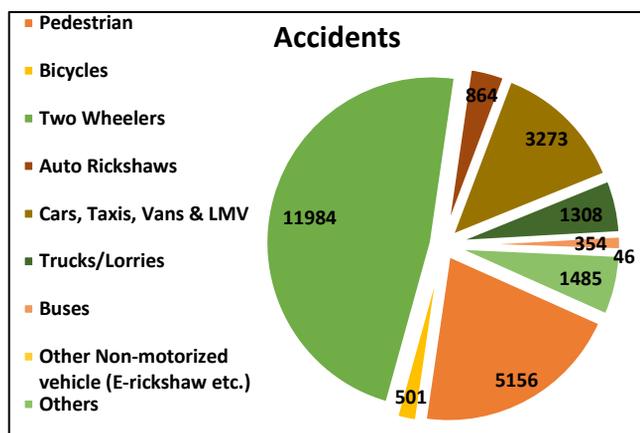
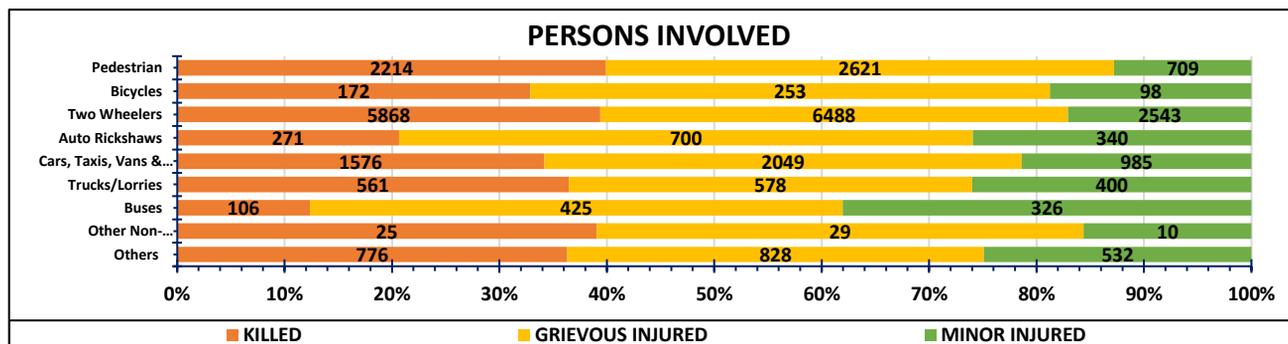
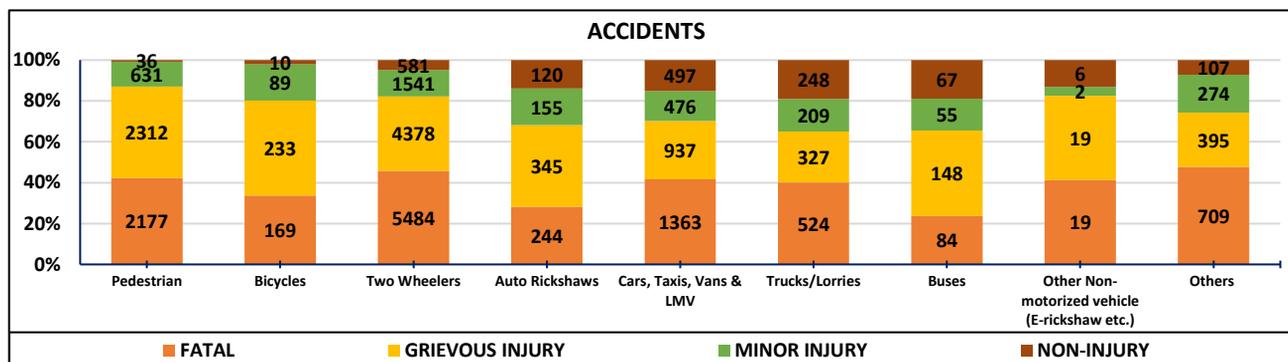
ACCIDENTS CLASSIFIED ACCORDING TO PEDESTRIAN INFRASTRUCTURE

| 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 | 8 | 11 | 2 | 1 | 22 | 8 | 11 | 2 | 21 |
| 2 | Foot Bridge/ Subway | 9 | 9 | 4 | 0 | 22 | 9 | 9 | 4 | 22 |
| 3 | Footpath | 48 | 38 | 6 | 0 | 92 | 49 | 45 | 6 | 100 |
| 4 | Others | 2112 | 2254 | 619 | 35 | 5020 | 2148 | 2556 | 697 | 5401 |
| Total | | 2177 | 2312 | 631 | 36 | 5156 | 2214 | 2621 | 709 | 5544 |



ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF IMPACTING VEHICLE

| 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 | 2177 | 2312 | 631 | 36 | 5156 | 2214 | 2621 | 709 | 5544 |
| 2 | Bicycles | 169 | 233 | 89 | 10 | 501 | 172 | 253 | 98 | 523 |
| 3 | Two Wheelers | 5484 | 4378 | 1541 | 581 | 11984 | 5868 | 6488 | 2543 | 14899 |
| 4 | Auto Rickshaws | 244 | 345 | 155 | 120 | 864 | 271 | 700 | 340 | 1311 |
| 5 | Cars, Taxis, Vans & LMV | 1363 | 937 | 476 | 497 | 3273 | 1576 | 2049 | 985 | 4610 |
| 6 | Trucks/Lorries | 524 | 327 | 209 | 248 | 1308 | 561 | 578 | 400 | 1539 |
| 7 | Buses | 84 | 148 | 55 | 67 | 354 | 106 | 425 | 326 | 857 |
| 8 | Other Non-motorized vehicle (E-rickshaw etc.) | 19 | 19 | 2 | 6 | 46 | 25 | 29 | 10 | 64 |
| 9 | Others | 709 | 395 | 274 | 107 | 1485 | 776 | 828 | 532 | 2136 |
| Total | | 10773 | 9094 | 3432 | 1672 | 24971 | 11569 | 13971 | 5943 | 31483 |

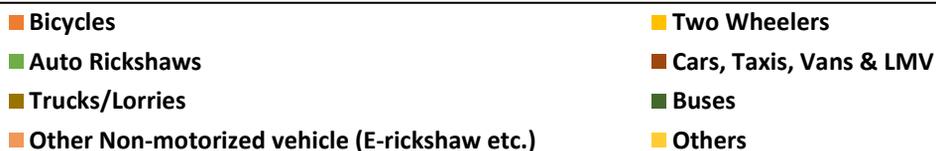
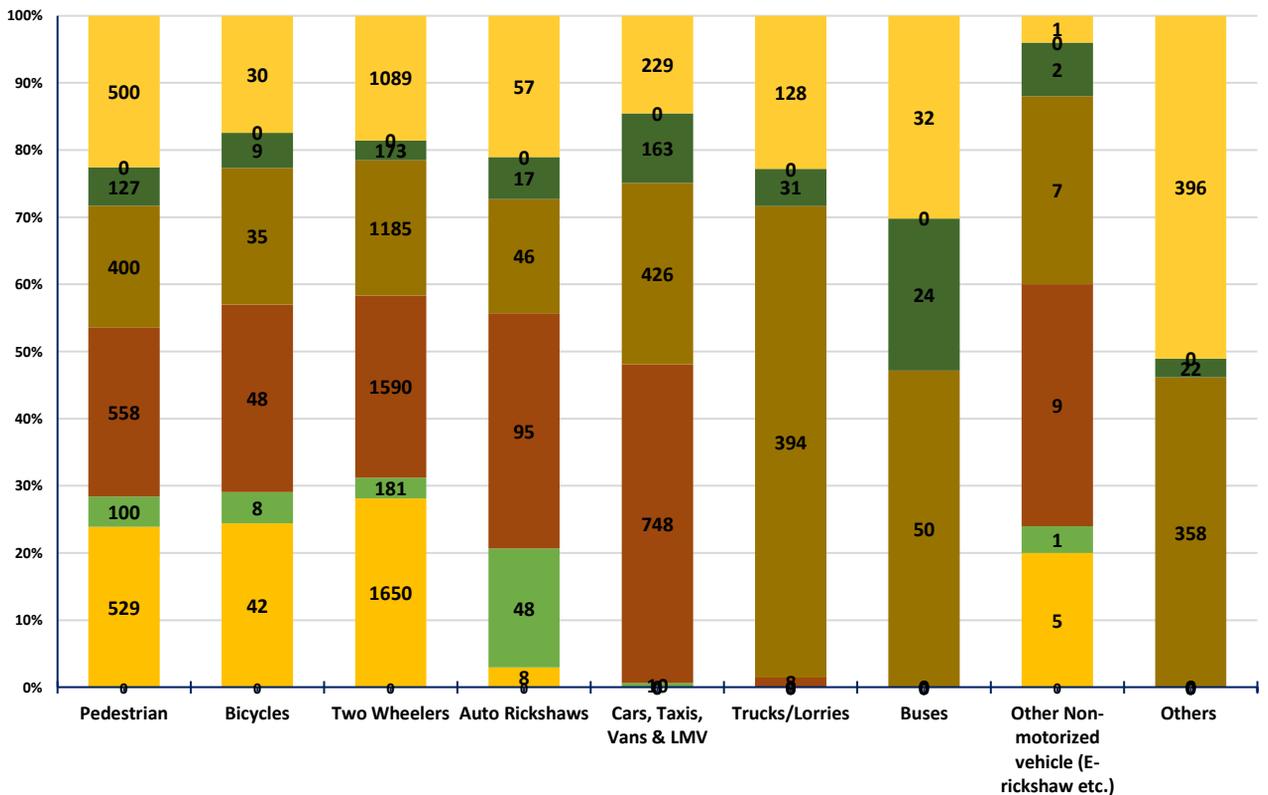


PERSONS KILLED IN ACCIDENTS CLASSIFIED BY THE TYPE OF IMPACTING VEHICLES

CRIME VEHICLE

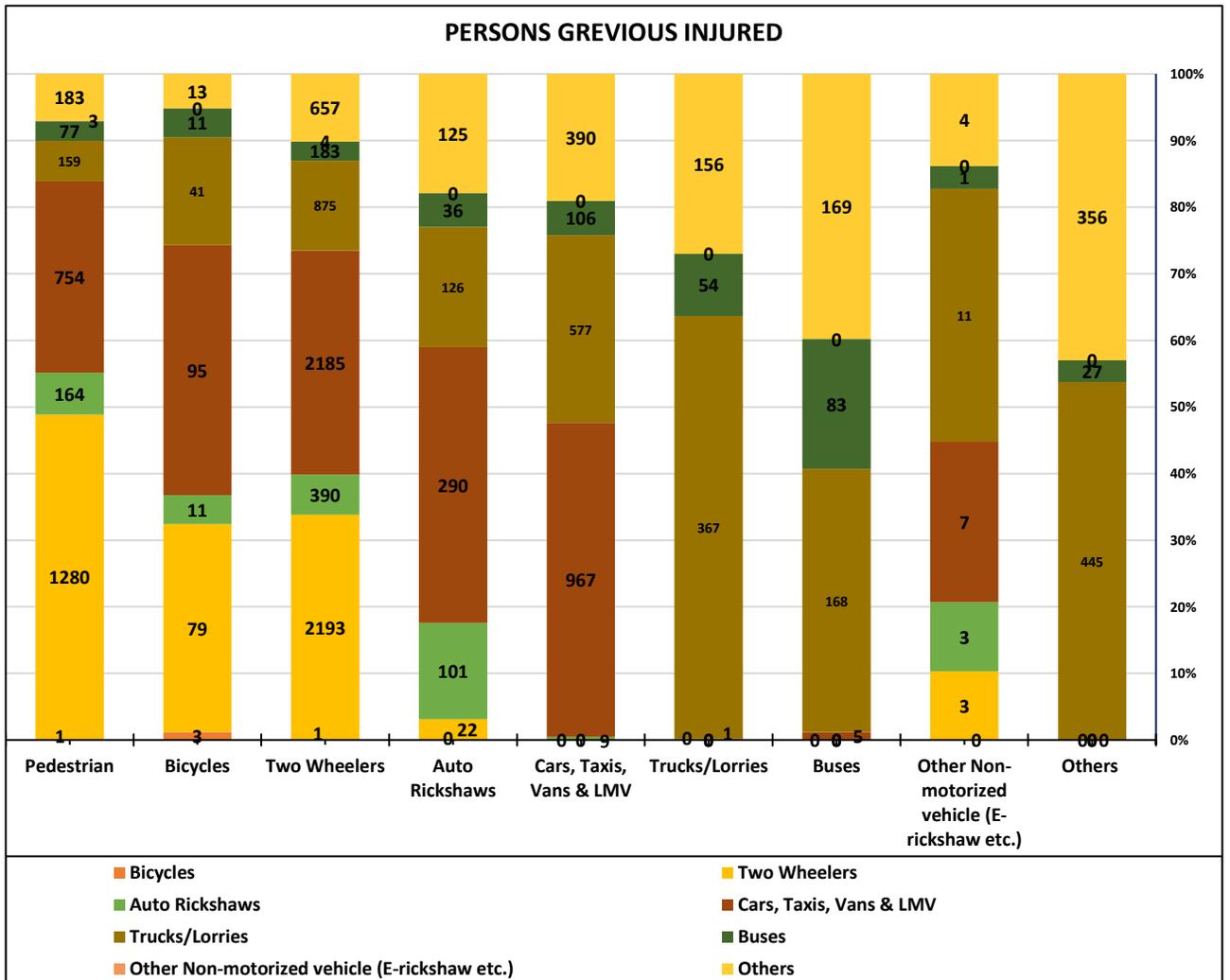
| | | CRIME VEHICLE | | | | | | | | | |
|----------------|---|---|----------|--------------|----------------|-------------------------|----------------|-------|---|--------|-------|
| | | Pedestrian | Bicycles | Two Wheelers | Auto Rickshaws | Cars, Taxis, Vans & LMV | Trucks/Lorries | Buses | Other Non-motorized vehicle (E-rickshaw etc.) | Others | Total |
| VICTIM VEHICLE | 1 | Pedestrian | 0 | 529 | 100 | 558 | 400 | 127 | 0 | 500 | 2214 |
| | 2 | Bicycles | 0 | 42 | 8 | 48 | 35 | 9 | 0 | 30 | 172 |
| | 3 | Two Wheelers | 0 | 1650 | 181 | 1590 | 1185 | 173 | 0 | 1089 | 5868 |
| | 4 | Auto Rickshaws | 0 | 8 | 48 | 95 | 46 | 17 | 0 | 57 | 271 |
| | 5 | Cars, Taxis, Vans & LMV | 0 | 0 | 10 | 748 | 426 | 163 | 0 | 229 | 1576 |
| | 6 | Trucks/Lorries | 0 | 0 | 0 | 8 | 394 | 31 | 0 | 128 | 561 |
| | 7 | Buses | 0 | 0 | 0 | 0 | 50 | 24 | 0 | 32 | 106 |
| | 8 | Other Non-motorized vehicle (E-rickshaw etc.) | 0 | 5 | 1 | 9 | 7 | 2 | 0 | 1 | 25 |
| | 9 | Others | 0 | 0 | 0 | 0 | 358 | 22 | 0 | 396 | 776 |
| Total | | 0 | 2234 | 348 | 3056 | 2901 | 568 | 0 | 2462 | 11569 | |

TOTAL DEATH



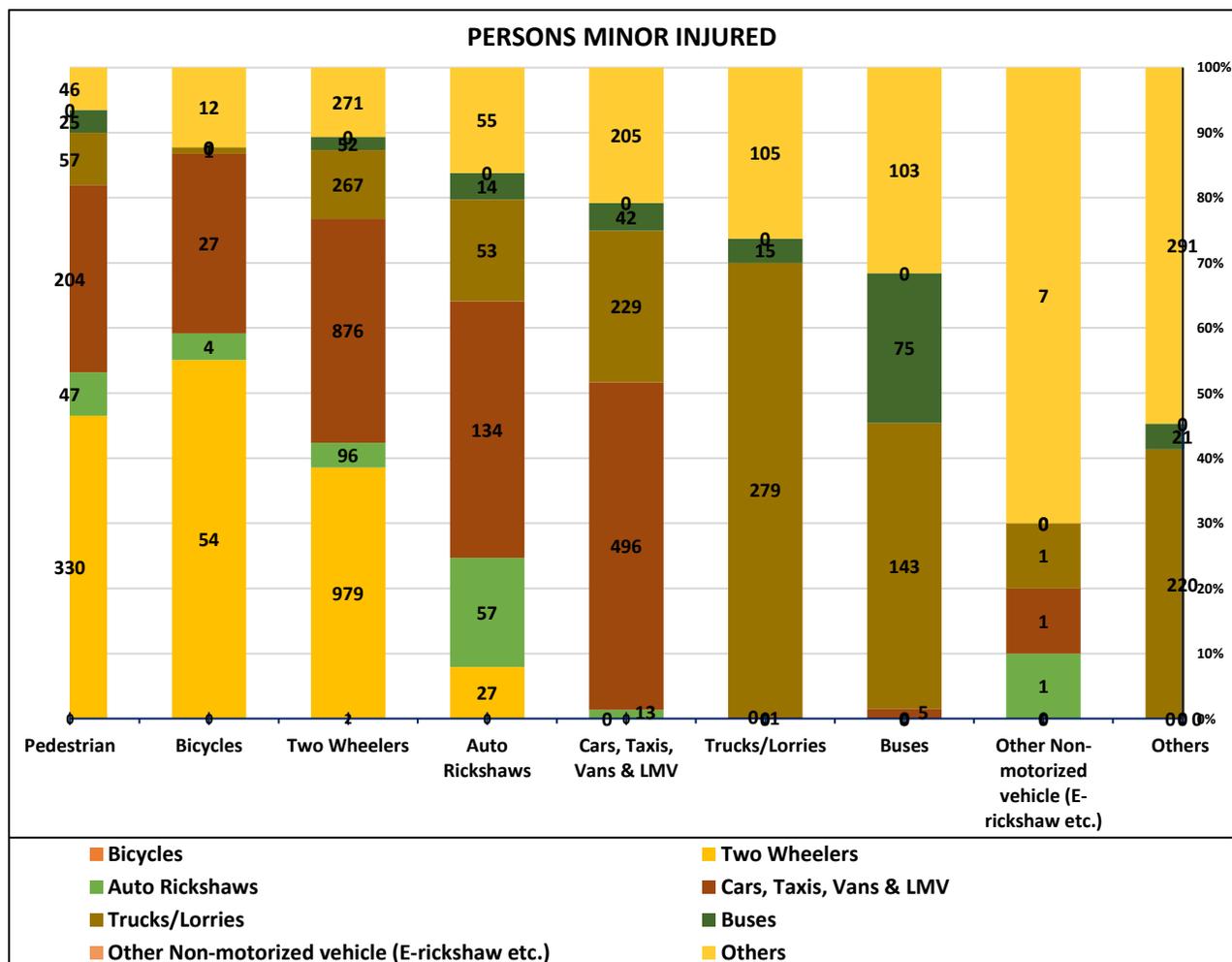
PERSONS GREVIOUS INJURED IN ACCIDENTS CLASSIFIED BY THE TYPE OF IMPACTING VEHICLES

| CRIME VEHICLE | | | | | | | | | | | |
|----------------|--------------|---|----------|--------------|----------------|-------------------------|----------------|------------|---|-------------|--------------|
| VICTIM VEHICLE | | Pedestrian | Bicycles | Two Wheelers | Auto Rickshaws | Cars, Taxis, Vans & LMV | Trucks/Lorries | Buses | Other Non-motorized vehicle (E-rickshaw etc.) | Others | Total |
| | 1 | Pedestrian | 1 | 1280 | 164 | 754 | 159 | 77 | 3 | 183 | 2621 |
| | 2 | Bicycles | 3 | 79 | 11 | 95 | 41 | 11 | 0 | 13 | 253 |
| | 3 | Two Wheelers | 1 | 2193 | 390 | 2185 | 875 | 183 | 4 | 657 | 6488 |
| | 4 | Auto Rickshaws | 0 | 22 | 101 | 290 | 126 | 36 | 0 | 125 | 700 |
| | 5 | Cars, Taxis, Vans & LMV | 0 | 0 | 9 | 967 | 577 | 106 | 0 | 390 | 2049 |
| | 6 | Trucks/Lorries | 0 | 0 | 0 | 1 | 367 | 54 | 0 | 156 | 578 |
| | 7 | Buses | 0 | 0 | 0 | 5 | 168 | 83 | 0 | 169 | 425 |
| | 8 | Other Non-motorized vehicle (E-rickshaw etc.) | 0 | 3 | 3 | 7 | 11 | 1 | 0 | 4 | 29 |
| | 9 | Others | 0 | 0 | 0 | 0 | 445 | 27 | 0 | 356 | 828 |
| | Total | | 5 | 3577 | 678 | 4304 | 2769 | 578 | 7 | 2053 | 13971 |



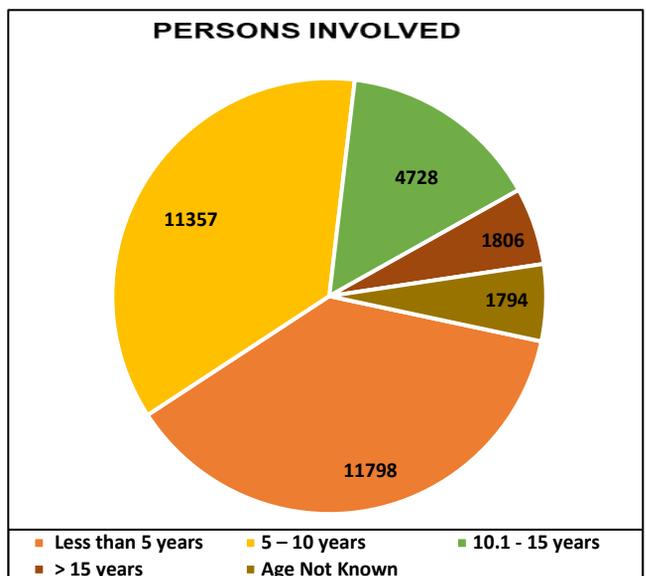
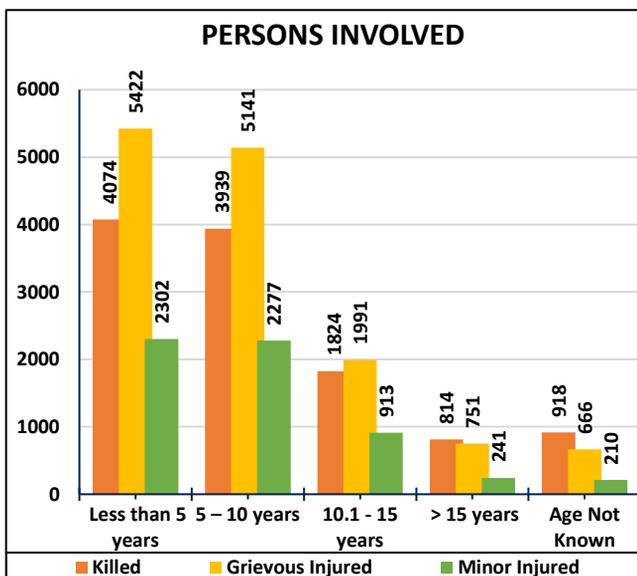
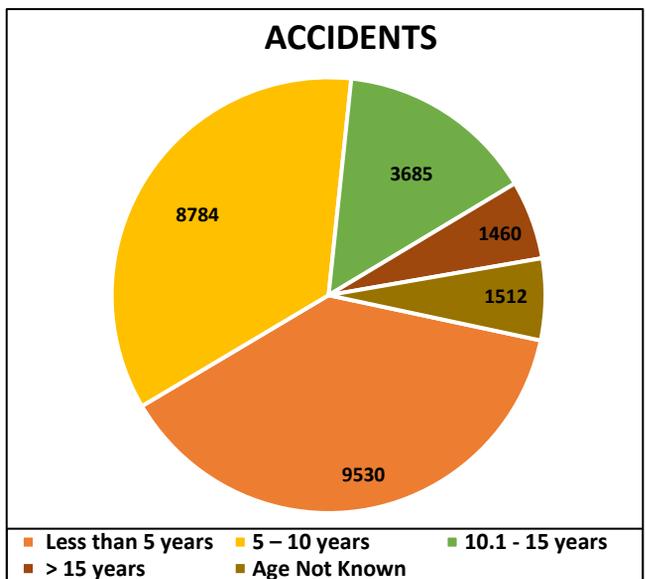
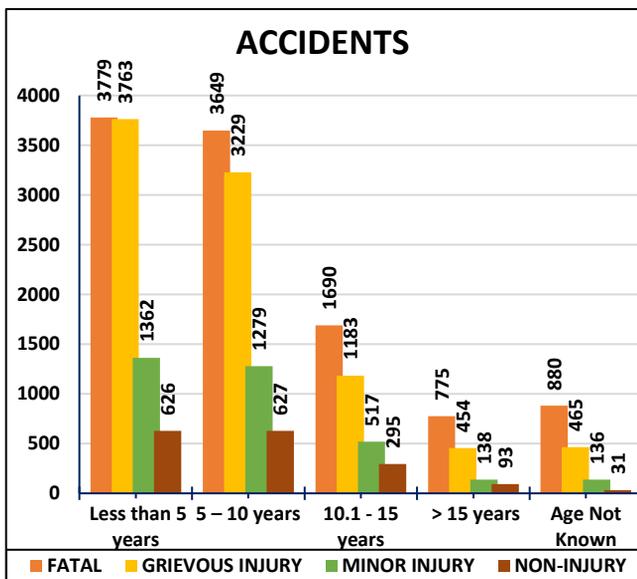
PERSONS MINOR INJURED IN ACCIDENTS CLASSIFIED BY THE TYPE OF IMPACTING VEHICLES

| | | CRIME VEHICLE | | | | | | | | | |
|----------------|---|---|----------|--------------|----------------|-------------------------|----------------|-------|---|--------|-------|
| VICTIM VEHICLE | | Pedestrian | Bicycles | Two Wheelers | Auto Rickshaws | Cars, Taxis, Vans & LMV | Trucks/Lorries | Buses | Other Non-motorized vehicle (E-rickshaw etc.) | Others | Total |
| | 1 | Pedestrian | 0 | 330 | 47 | 204 | 57 | 25 | 0 | 46 | 709 |
| | 2 | Bicycles | 0 | 54 | 4 | 27 | 1 | 0 | 0 | 12 | 98 |
| | 3 | Two Wheelers | 2 | 979 | 96 | 876 | 267 | 52 | 0 | 271 | 2543 |
| | 4 | Auto Rickshaws | 0 | 27 | 57 | 134 | 53 | 14 | 0 | 55 | 340 |
| | 5 | Cars, Taxis, Vans & LMV | 0 | 0 | 13 | 496 | 229 | 42 | 0 | 205 | 985 |
| | 6 | Trucks/Lorries | 0 | 0 | 0 | 1 | 279 | 15 | 0 | 105 | 400 |
| | 7 | Buses | 0 | 0 | 0 | 5 | 143 | 75 | 0 | 103 | 326 |
| | 8 | Other Non-motorized vehicle (E-rickshaw etc.) | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 7 | 10 |
| | 9 | Others | 0 | 0 | 0 | 0 | 220 | 21 | 0 | 291 | 532 |
| Total | | 2 | 1390 | 218 | 1744 | 1250 | 244 | 0 | 1095 | 5943 | |



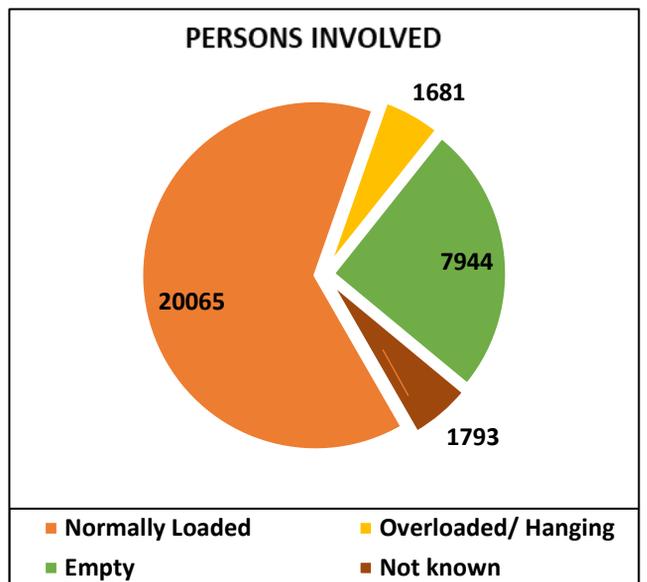
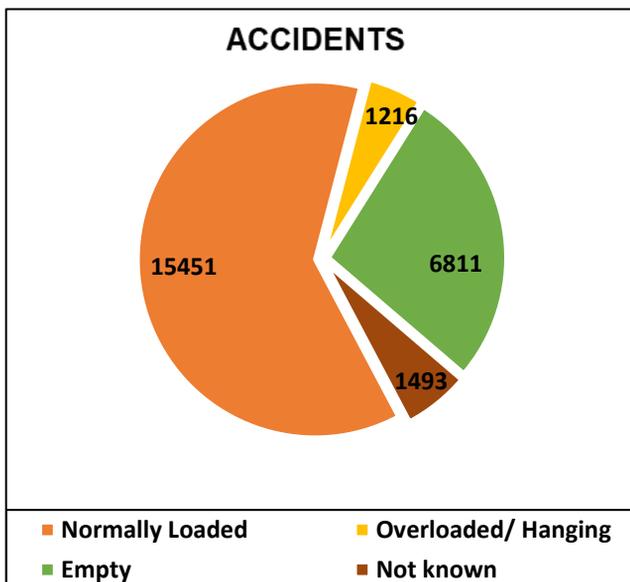
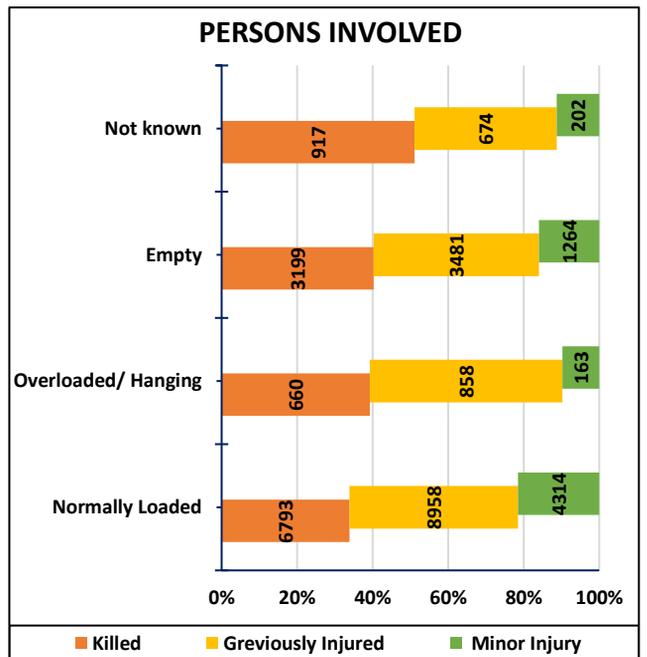
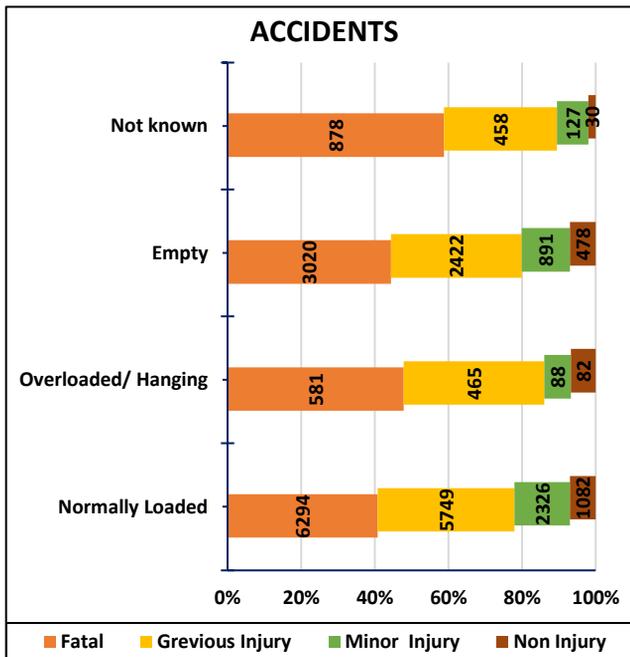
ACCIDENTS CLASSIFIED ACCORDING TO AGE OF IMPACTING VEHICLES

| 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 | 3779 | 3763 | 1362 | 626 | 9530 | 4074 | 5422 | 2302 | 11798 |
| 2 | 5 – 10 years | 3649 | 3229 | 1279 | 627 | 8784 | 3939 | 5141 | 2277 | 11357 |
| 3 | 10.1 - 15 years | 1690 | 1183 | 517 | 295 | 3685 | 1824 | 1991 | 913 | 4728 |
| 4 | > 15 years | 775 | 454 | 138 | 93 | 1460 | 814 | 751 | 241 | 1806 |
| 5 | Age Not Known | 880 | 465 | 136 | 31 | 1512 | 918 | 666 | 210 | 1794 |
| | Total | 10773 | 9094 | 3432 | 1672 | 24971 | 11569 | 13971 | 5943 | 31483 |



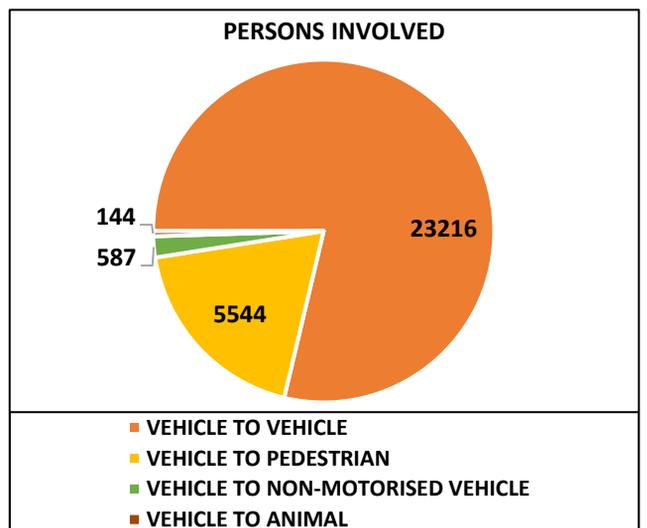
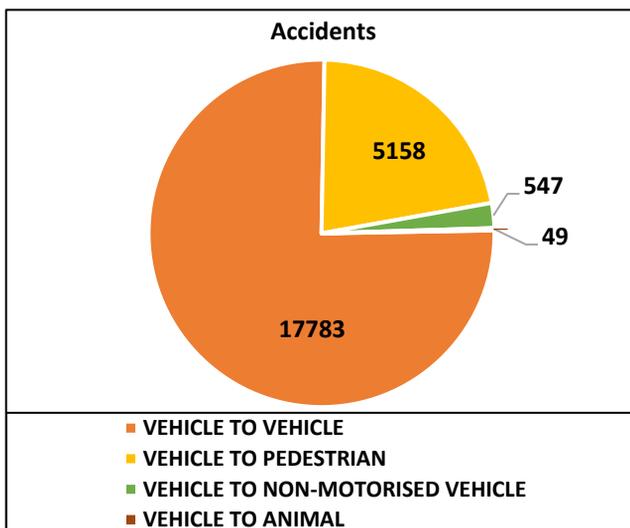
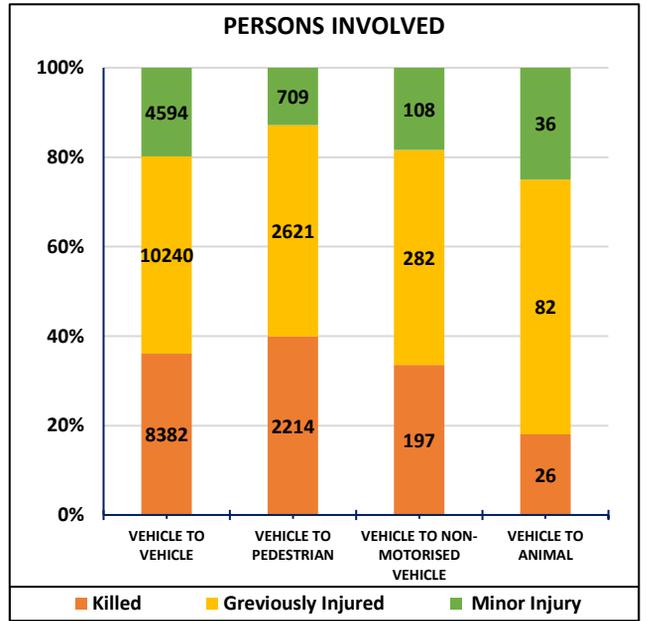
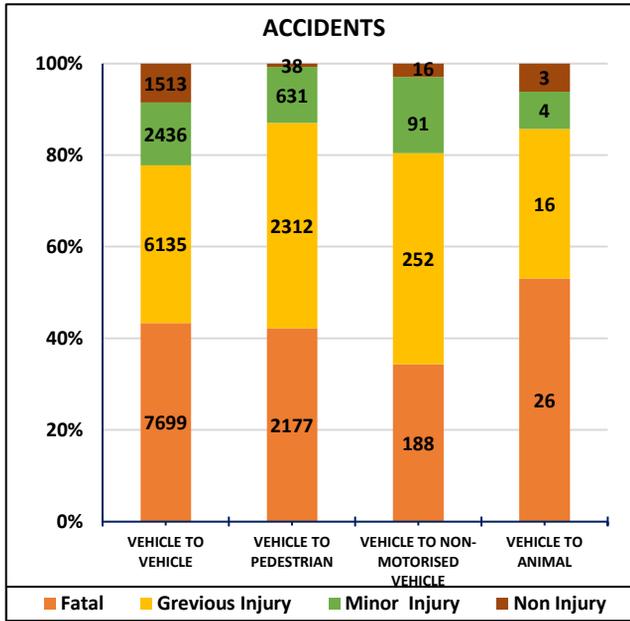
ACCIDENTS CLASSIFIED ACCORDING TO LOAD CONDITION OF INVOLVED VEHICLE

| 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 | 6294 | 5749 | 2326 | 1082 | 15451 | 6793 | 8958 | 4314 | 20065 |
| 2 | Overloaded/ Hanging | 581 | 465 | 88 | 82 | 1216 | 660 | 858 | 163 | 1681 |
| 3 | Empty | 3020 | 2422 | 891 | 478 | 6811 | 3199 | 3481 | 1264 | 7944 |
| 4 | Not known | 878 | 458 | 127 | 30 | 1493 | 917 | 674 | 202 | 1793 |
| Total | | 10773 | 9094 | 3432 | 1672 | 24971 | 11569 | 13971 | 5943 | 31483 |



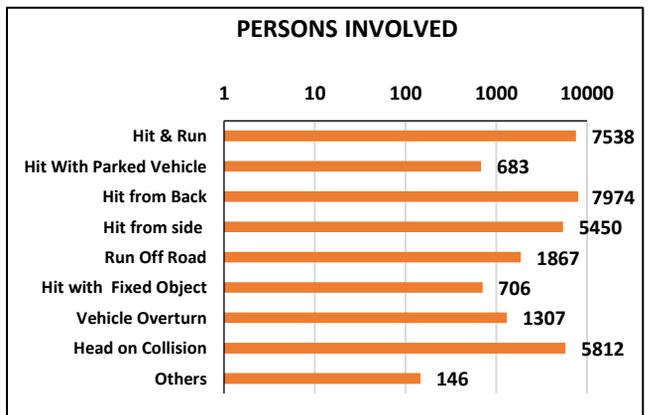
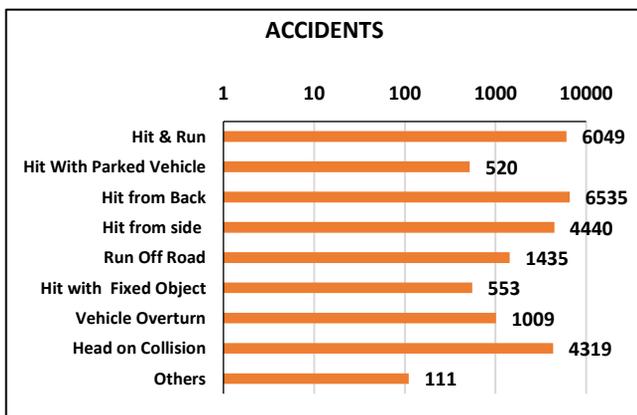
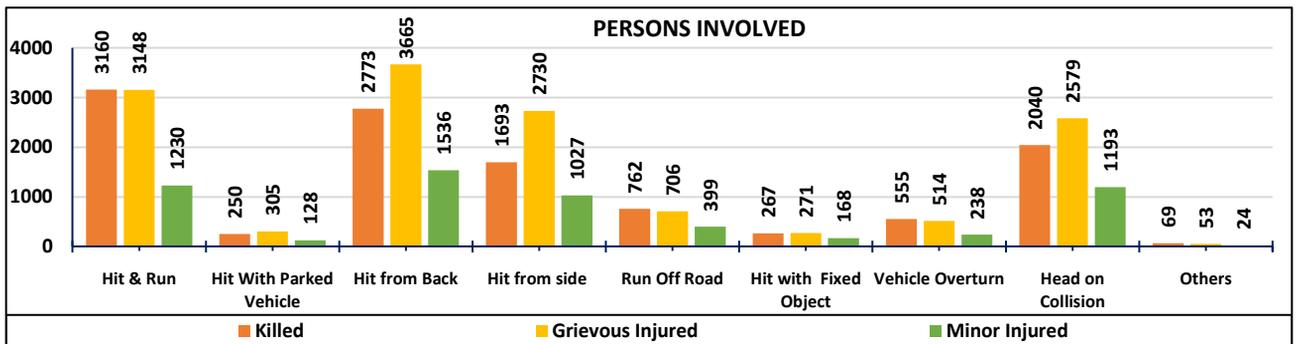
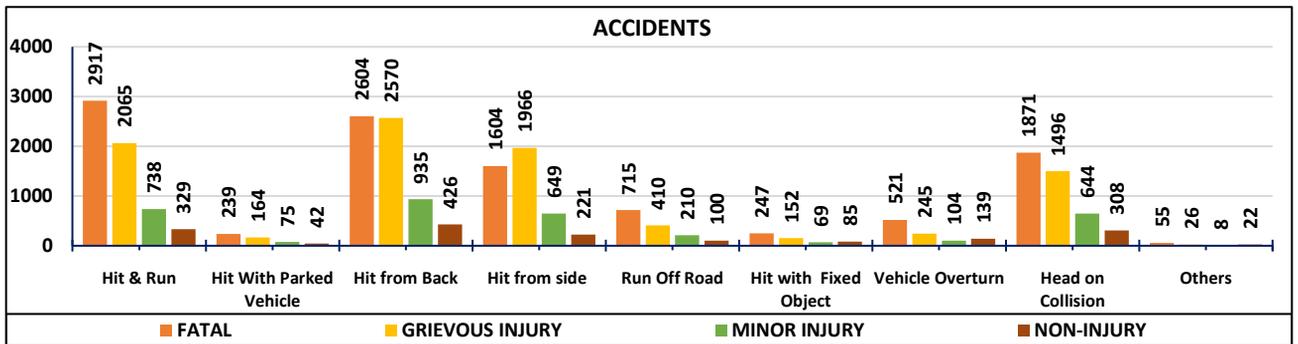
ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

| 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 | 7699 | 6135 | 2436 | 1513 | 17783 | 8382 | 10240 | 4594 | 23216 |
| 2 | Vehicle To Pedestrian | 2177 | 2312 | 631 | 38 | 5158 | 2214 | 2621 | 709 | 5544 |
| 3 | Vehicle To Non-Motorized Vehicle | 188 | 252 | 91 | 16 | 547 | 197 | 282 | 108 | 587 |
| 4 | Vehicle To Animal | 26 | 16 | 4 | 3 | 49 | 26 | 82 | 36 | 144 |
| | Total | 10090 | 8715 | 3162 | 1570 | 23537 | 10819 | 13225 | 5447 | 29491 |



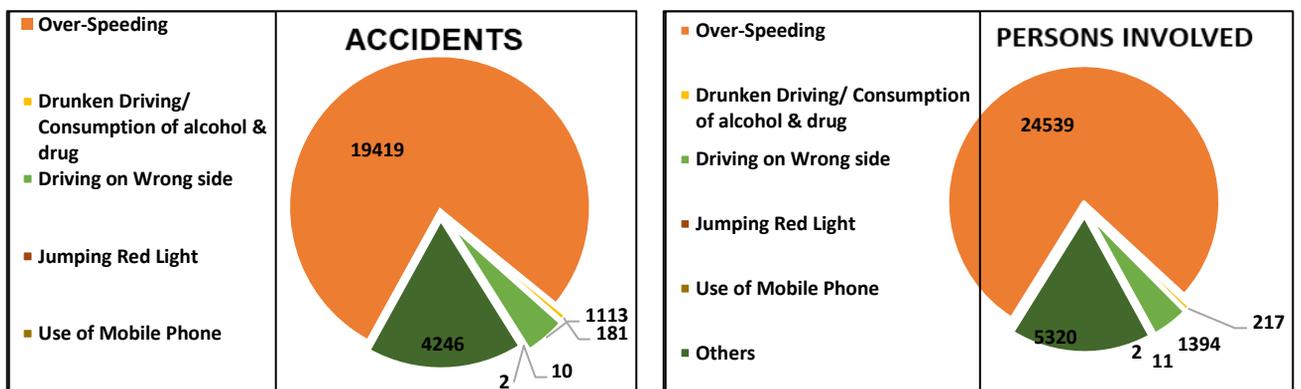
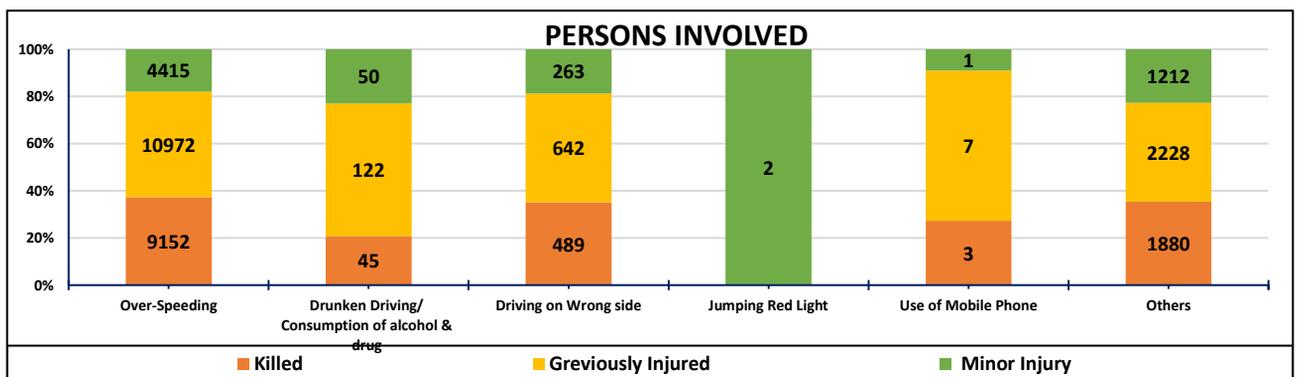
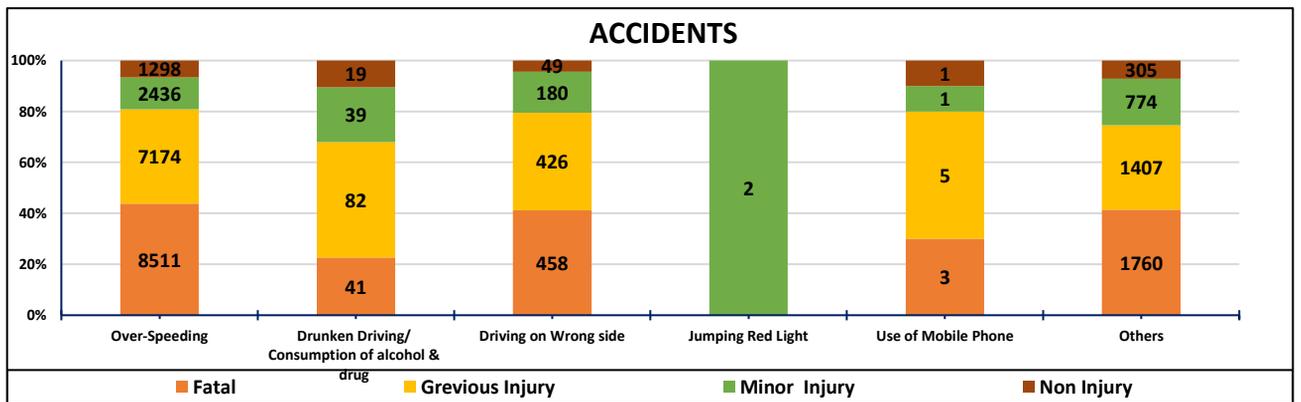
ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

| 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 | 2917 | 2065 | 738 | 329 | 6049 | 3160 | 3148 | 1230 | 7538 |
| 2 | Hit With Parked Vehicle | 239 | 164 | 75 | 42 | 520 | 250 | 305 | 128 | 683 |
| 3 | Hit from Back | 2604 | 2570 | 935 | 426 | 6535 | 2773 | 3665 | 1536 | 7974 |
| 4 | Hit from side | 1604 | 1966 | 649 | 221 | 4440 | 1693 | 2730 | 1027 | 5450 |
| 5 | Run Off Road | 715 | 410 | 210 | 100 | 1435 | 762 | 706 | 399 | 1867 |
| 6 | Hit with Fixed Object | 247 | 152 | 69 | 85 | 553 | 267 | 271 | 168 | 706 |
| 7 | Vehicle Overturn | 521 | 245 | 104 | 139 | 1009 | 555 | 514 | 238 | 1307 |
| 8 | Head on Collision | 1871 | 1496 | 644 | 308 | 4319 | 2040 | 2579 | 1193 | 5812 |
| 9 | Others | 55 | 26 | 8 | 22 | 111 | 69 | 53 | 24 | 146 |
| | Total | 10773 | 9094 | 3432 | 1672 | 24971 | 11569 | 13971 | 5943 | 31483 |



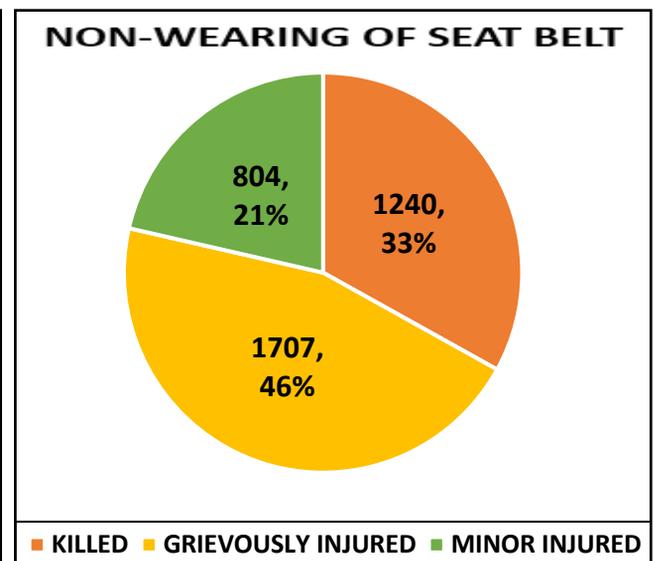
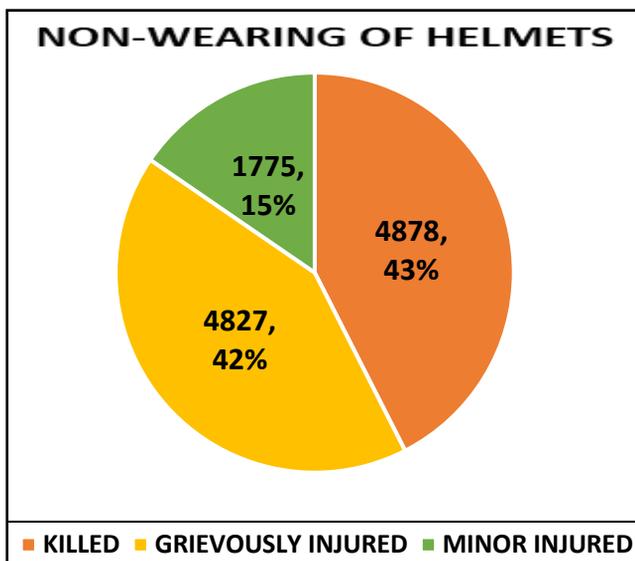
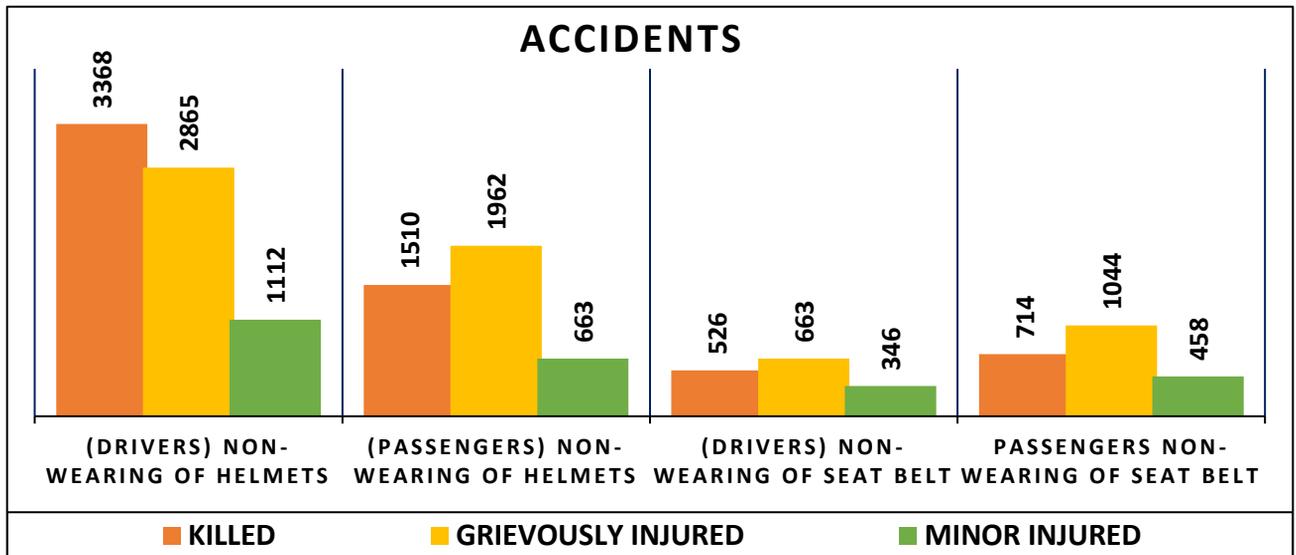
ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF TRAFFIC VIOLATIONS

| 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 | 8511 | 7174 | 2436 | 1298 | 19419 | 9152 | 10972 | 4415 | 24539 |
| 2 | Drunken Driving/ Consumption of alcohol & drug | 41 | 82 | 39 | 19 | 181 | 45 | 122 | 50 | 217 |
| 3 | Driving on Wrong side | 458 | 426 | 180 | 49 | 1113 | 489 | 642 | 263 | 1394 |
| 4 | Jumping Red Light | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 2 |
| 5 | Use of Mobile Phone | 3 | 5 | 1 | 1 | 10 | 3 | 7 | 1 | 11 |
| 6 | Others | 1760 | 1407 | 774 | 305 | 4246 | 1880 | 2228 | 1212 | 5320 |
| | Total | 10773 | 9094 | 3432 | 1672 | 24971 | 11569 | 13971 | 5943 | 31483 |



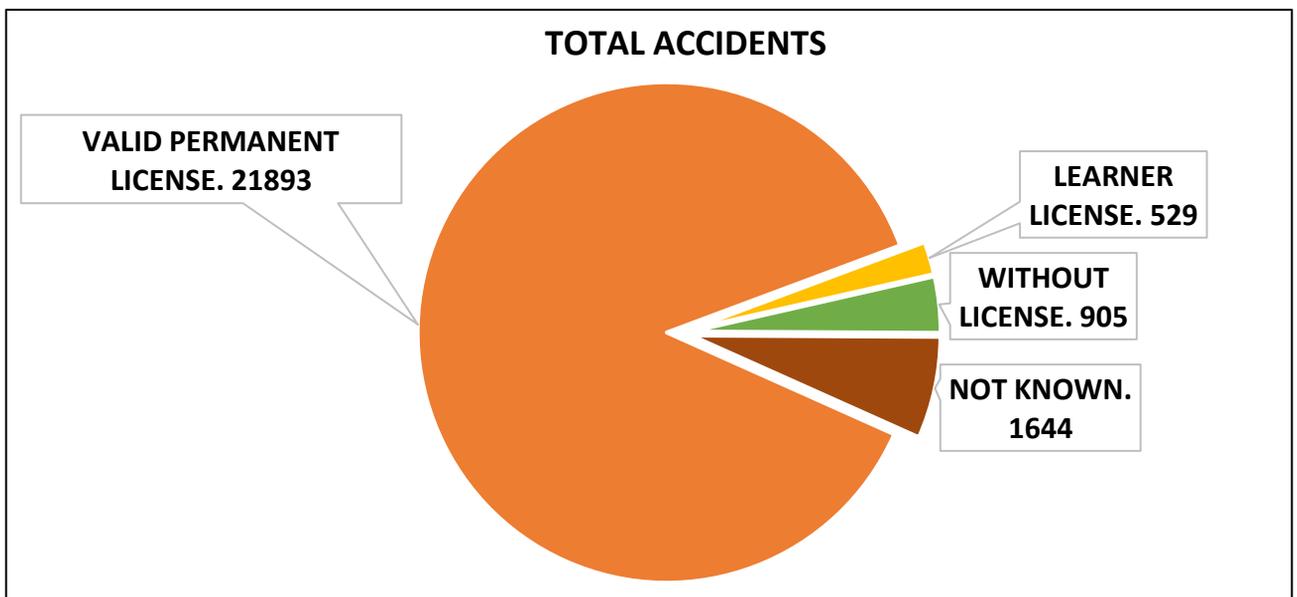
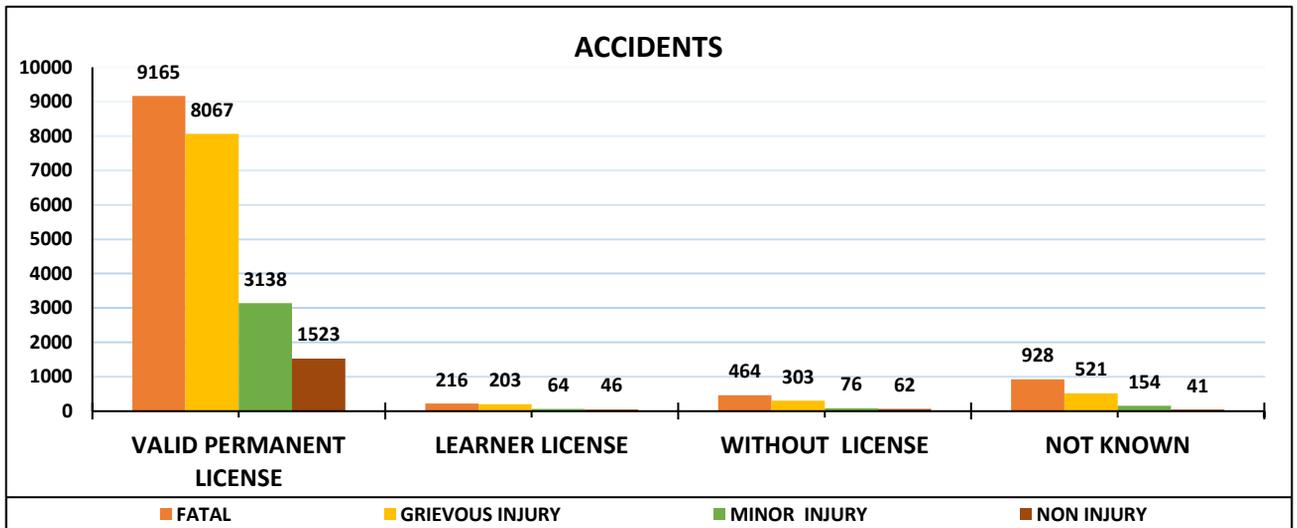
ACCIDENTS CLASSIFIED ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM

| SR. NO. | SAFETY DEVICES | NUMBER OF PERSONS | | | |
|--------------|---------------------------------|-------------------|--------------------|---------------|--------------|
| | | KILLED | GRIEVOUSLY INJURED | MINOR INJURED | TOTAL |
| 1 | NON-WEARING OF HELMETS | 4878 | 4827 | 1775 | 11480 |
| 1-A | DRIVERS | 3368 | 2865 | 1112 | 7345 |
| 1-B | PASSENGERS | 1510 | 1962 | 663 | 4135 |
| 2 | NON-WEARING OF SEAT BELT | 1240 | 1707 | 804 | 3751 |
| 2-A | DRIVERS | 526 | 663 | 346 | 1535 |
| 2-B | PASSENGERS | 714 | 1044 | 458 | 2216 |
| TOTAL | | 6118 | 6534 | 2579 | 15231 |



ACCIDENTS CLASSIFIED ACCORDING TO LICENSE OF DRIVERS

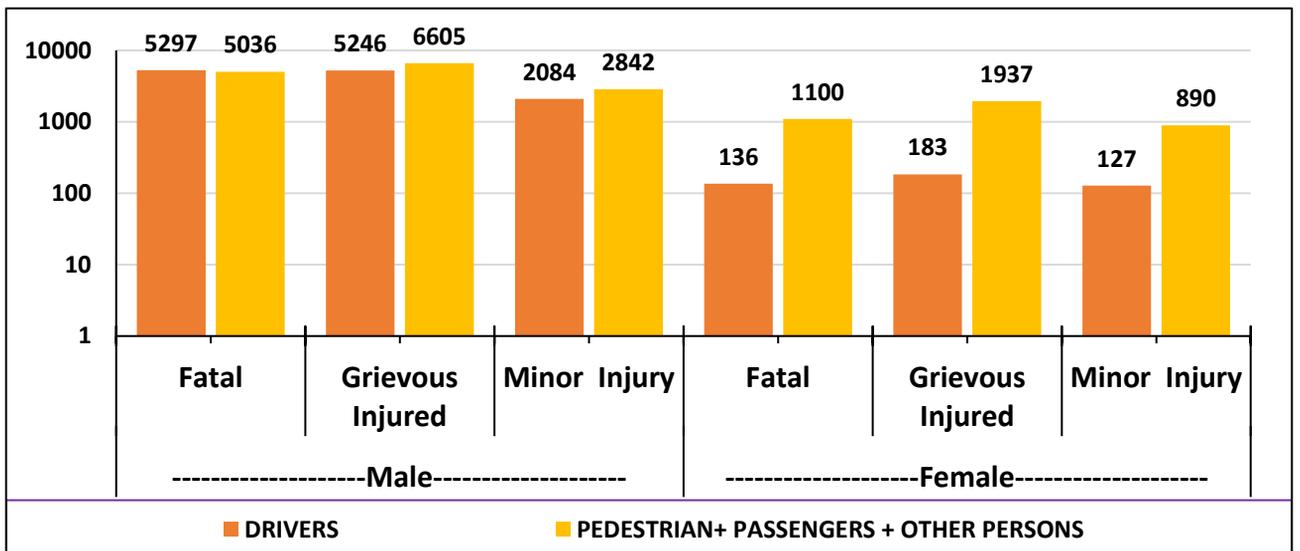
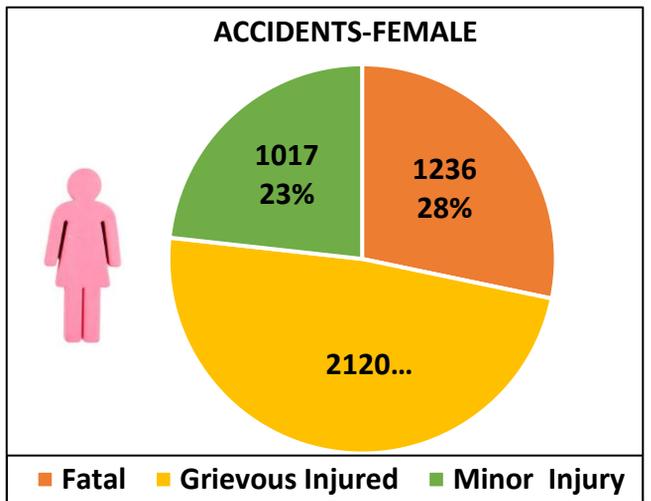
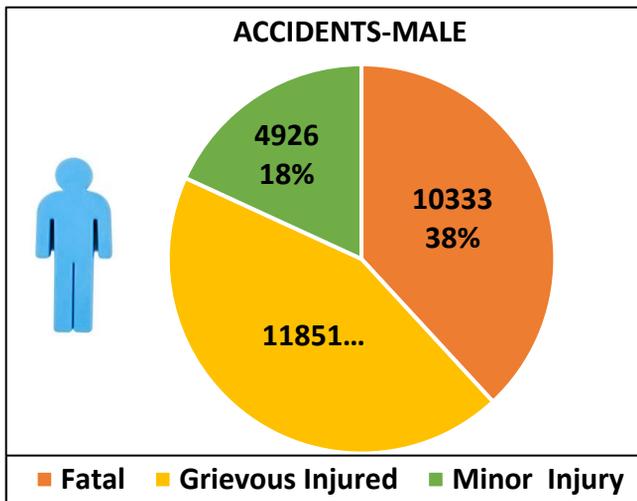
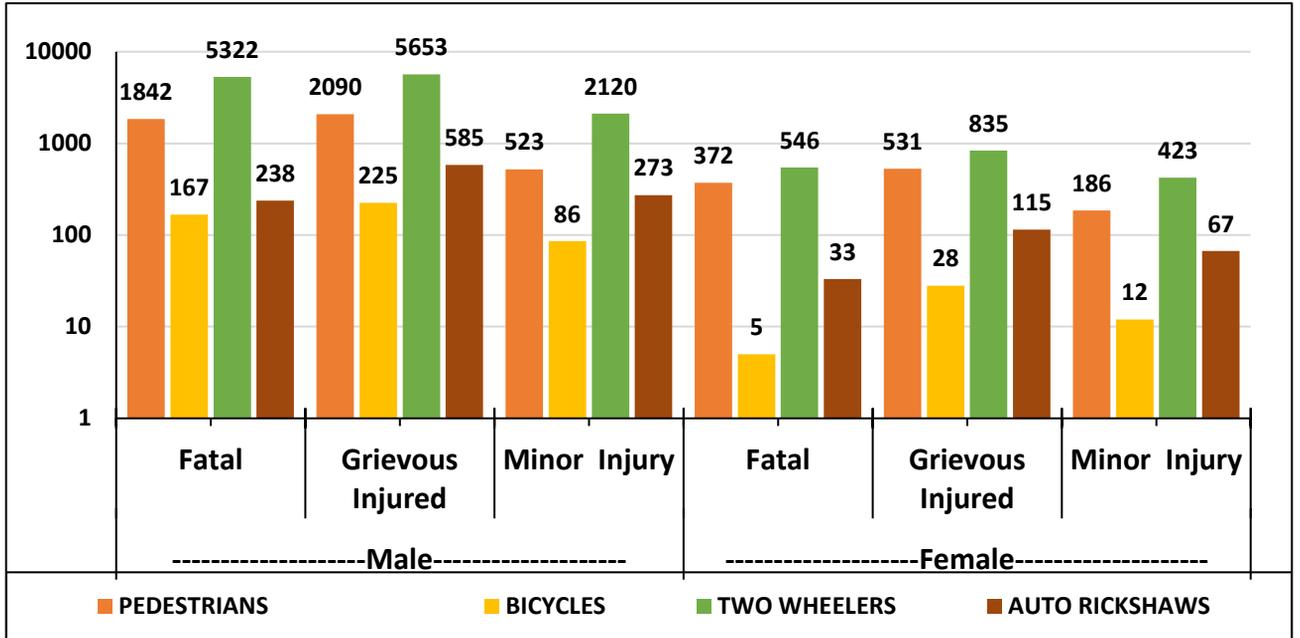
| SR. NO | TYPE OF LICENSE | NUMBER OF ACCIDENTS | | | | |
|--------|-------------------------|---------------------|-----------------|--------------|-------------|--------------|
| | | FATAL | GRIEVOUS INJURY | MINOR INJURY | NON INJURY | TOTAL |
| 1 | VALID PERMANENT LICENSE | 9165 | 8067 | 3138 | 1523 | 21893 |
| 2 | LEARNER LICENSE | 216 | 203 | 64 | 46 | 529 |
| 3 | WITHOUT LICENSE | 464 | 303 | 76 | 62 | 905 |
| 4 | NOT KNOWN | 928 | 521 | 154 | 41 | 1644 |
| 5 | NOT APPLICABLE | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 10773 | 9094 | 3432 | 1672 | 24971 |



ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF ROAD USER

| SR. No | PERSONS | FATAL | | GRIEVOUS INJURED | | MINOR INJURY | | TOTAL | | |
|---|--|--------------|-------------|------------------|-------------|--------------|-------------|--------------|-------------|------|
| | | MALE | FEMALE | MALE | FEMALE | MALE | FEMALE | MALE | FEMALE | |
| 1 | PEDESTRIANS | 1842 | 372 | 2090 | 531 | 523 | 186 | 4455 | 1089 | |
| 2 | BICYCLES | TOTAL | 167 | 5 | 225 | 28 | 86 | 12 | 478 | 45 |
| | | DRIVERS | 163 | 2 | 213 | 24 | 79 | 10 | 455 | 36 |
| | | PASSENGERS | 4 | 3 | 12 | 4 | 7 | 2 | 23 | 9 |
| 3 | TWO WHEELERS | TOTAL | 5322 | 546 | 5653 | 835 | 2120 | 423 | 13095 | 1804 |
| | | DRIVERS | 3959 | 124 | 3699 | 158 | 1336 | 111 | 8994 | 393 |
| | | PASSENGERS | 1363 | 422 | 1954 | 677 | 784 | 312 | 4101 | 1411 |
| 4 | AUTO RICKSHAWS | TOTAL | 238 | 33 | 585 | 115 | 273 | 67 | 1096 | 215 |
| | | DRIVERS | 105 | 0 | 227 | 2 | 85 | 0 | 417 | 2 |
| | | PASSENGERS | 133 | 33 | 358 | 113 | 188 | 67 | 679 | 213 |
| 5 | CARS, TAXIS, VANS & LMV | TOTAL | 1391 | 185 | 1718 | 331 | 817 | 168 | 3926 | 684 |
| | | DRIVERS | 623 | 11 | 762 | 19 | 364 | 15 | 1749 | 45 |
| | | PASSENGERS | 768 | 174 | 956 | 312 | 453 | 153 | 2177 | 639 |
| 6 | TRUCKS/LORRIES | TOTAL | 543 | 18 | 553 | 25 | 375 | 25 | 1471 | 68 |
| | | DRIVERS | 312 | 0 | 275 | 4 | 173 | 0 | 760 | 4 |
| | | PASSENGERS | 231 | 18 | 278 | 21 | 202 | 25 | 711 | 64 |
| 7 | BUSES | TOTAL | 99 | 7 | 308 | 117 | 247 | 79 | 654 | 203 |
| | | DRIVERS | 26 | 0 | 60 | 0 | 29 | 0 | 115 | 0 |
| | | PASSENGERS | 73 | 7 | 248 | 117 | 218 | 79 | 539 | 203 |
| 8 | OTHER NON-MOTOR VEHICLES (E-RICKSHAW ETC.) | TOTAL | 24 | 1 | 29 | 0 | 10 | 0 | 63 | 1 |
| | | DRIVERS | 13 | 0 | 18 | 0 | 1 | 0 | 32 | 0 |
| | | PASSENGERS | 11 | 1 | 11 | 0 | 9 | 0 | 31 | 1 |
| 9 | OTHERS | TOTAL | 707 | 69 | 690 | 138 | 475 | 57 | 1872 | 264 |
| | | DRIVERS | 259 | 1 | 205 | 0 | 96 | 1 | 560 | 2 |
| | | PASSENGERS | 448 | 68 | 485 | 138 | 379 | 56 | 1312 | 262 |
| ALL TOTAL | | 10333 | 1236 | 11851 | 2120 | 4926 | 1017 | 27110 | 4373 | |
| ALL DRIVERS TOTAL | | 5297 | 136 | 5246 | 183 | 2084 | 127 | 13082 | 482 | |
| ALL PEDESTRATION + `PASSANGERS TOTAL | | 5036 | 1100 | 6605 | 1937 | 2842 | 890 | 14028 | 3891 | |

ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF ROAD USER

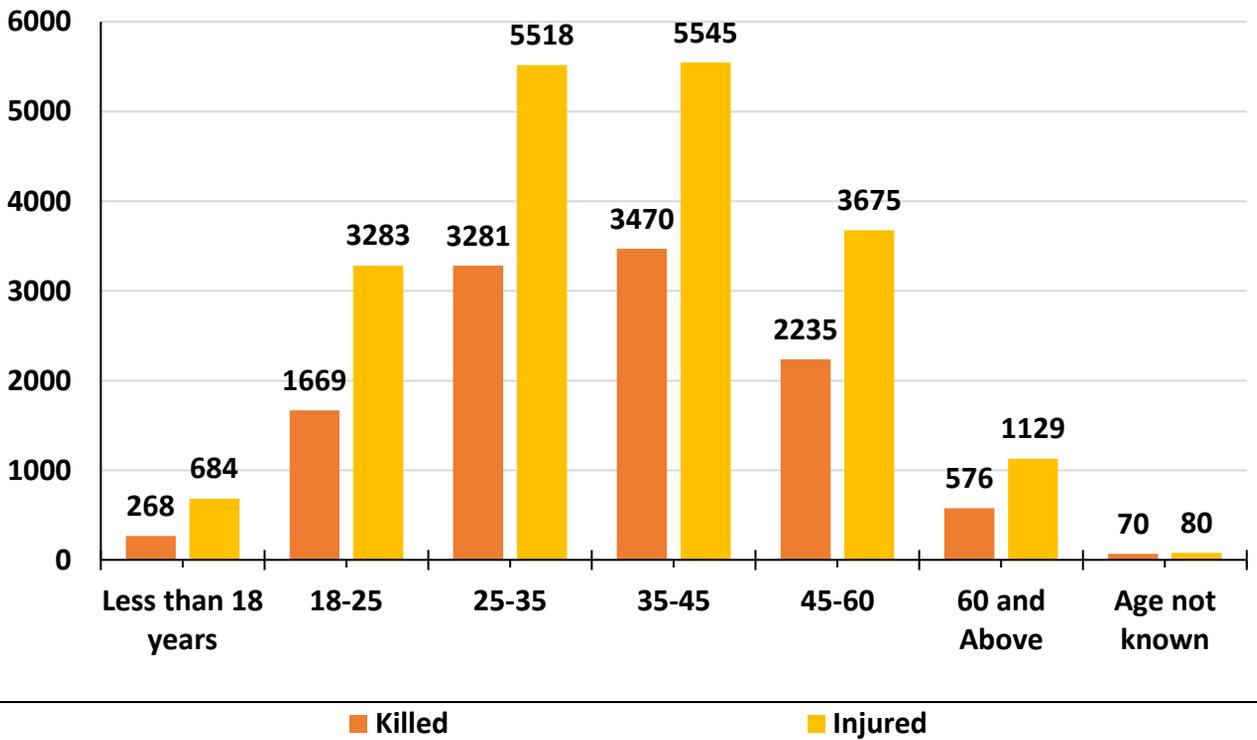


ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF VICTIMS, AGE AND SEX

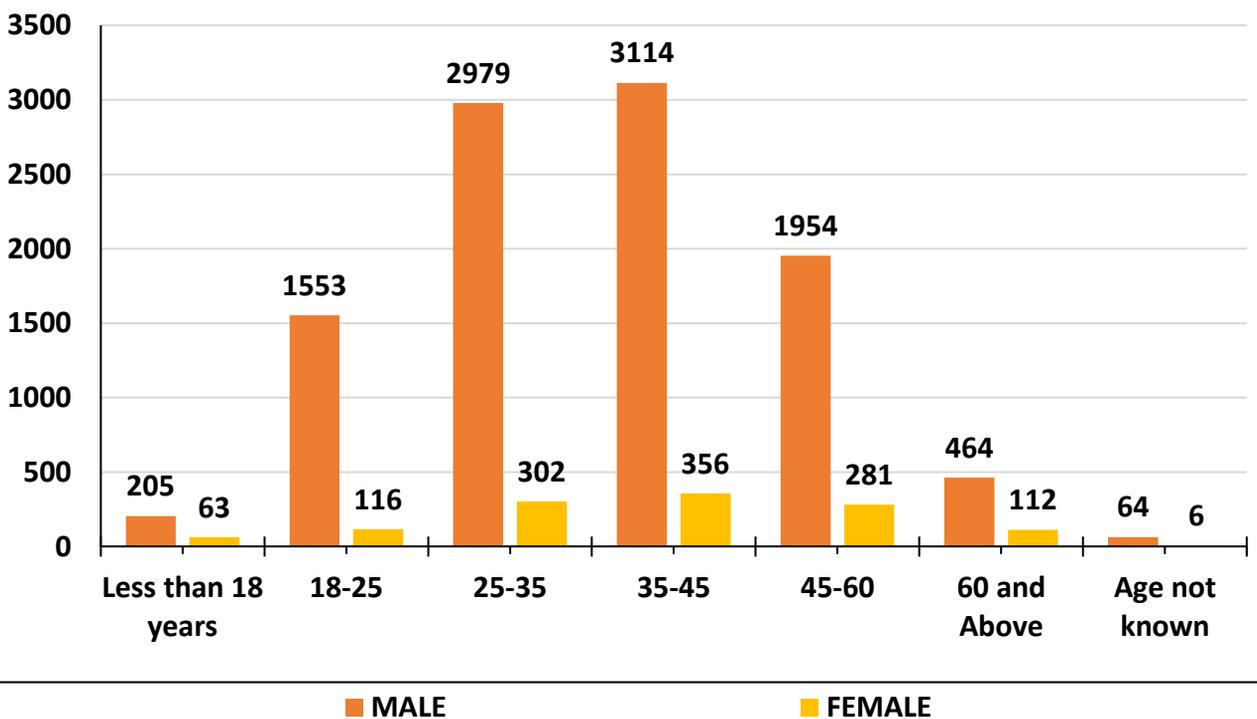
| | SR . NO | VICTIMS | NUMBER OF PERSONS | | | | TOTAL |
|-----------------------|-----------------------------|--------------------|-------------------|-------------|--------------|-------------|--------------|
| | | | KILLED | | INJURED | | |
| | | | Male | Female | Male | Female | |
| (A) Drivers | (A) Drivers Total | | 5297 | 136 | 7330 | 310 | 13073 |
| | 1 | Less than 18 years | 32 | 7 | 62 | 12 | 113 |
| | 2 | 18-25 | 865 | 15 | 1312 | 62 | 2254 |
| | 3 | 25-35 | 1720 | 56 | 2254 | 112 | 4142 |
| | 4 | 35-45 | 1611 | 37 | 2091 | 88 | 3827 |
| | 5 | 45-60 | 912 | 18 | 1342 | 32 | 2304 |
| | 6 | 60 and Above | 133 | 3 | 248 | 4 | 388 |
| | 7 | Age not known | 24 | 0 | 21 | 0 | 45 |
| (B) Passengers | (B) Passengers Total | | 3027 | 723 | 6523 | 2070 | 12343 |
| | 1 | Less than 18 years | 105 | 32 | 222 | 124 | 483 |
| | 2 | 18-25 | 468 | 84 | 1113 | 292 | 1957 |
| | 3 | 25-35 | 869 | 177 | 1857 | 592 | 3495 |
| | 4 | 35-45 | 932 | 232 | 1887 | 586 | 3637 |
| | 5 | 45-60 | 516 | 156 | 1115 | 390 | 2177 |
| | 6 | 60 and Above | 114 | 39 | 296 | 77 | 526 |
| | 7 | Age not known | 23 | 3 | 33 | 9 | 68 |
| (C) Pedestrian | (C) Pedestrian Total | | 1842 | 372 | 2613 | 717 | 5544 |
| | 1 | Less than 18 years | 59 | 22 | 179 | 55 | 315 |
| | 2 | 18-25 | 176 | 16 | 341 | 77 | 610 |
| | 3 | 25-35 | 365 | 68 | 486 | 122 | 1041 |
| | 4 | 35-45 | 538 | 87 | 648 | 176 | 1449 |
| | 5 | 45-60 | 479 | 107 | 591 | 153 | 1330 |
| | 6 | 60 and Above | 208 | 69 | 352 | 133 | 762 |
| | 7 | Age not known | 17 | 3 | 16 | 1 | 37 |
| (D) Cyclist | (D) Cyclist Total | | 167 | 5 | 311 | 40 | 523 |
| | 1 | Less than 18 years | 9 | 2 | 22 | 8 | 41 |
| | 2 | 18-25 | 44 | 1 | 74 | 12 | 131 |
| | 3 | 25-35 | 25 | 1 | 81 | 14 | 121 |
| | 4 | 35-45 | 33 | 0 | 65 | 4 | 102 |
| | 5 | 45-60 | 47 | 0 | 51 | 1 | 99 |
| | 6 | 60 and Above | 9 | 1 | 18 | 1 | 29 |
| | 7 | Age not known | 0 | 0 | 0 | 0 | 0 |
| All Total | All Total | | 10333 | 1236 | 16777 | 3137 | 31483 |
| | 1 | Less than 18 years | 205 | 63 | 485 | 199 | 952 |
| | 2 | 18-25 | 1553 | 116 | 2840 | 443 | 4952 |
| | 3 | 25-35 | 2979 | 302 | 4678 | 840 | 8799 |
| | 4 | 35-45 | 3114 | 356 | 4691 | 854 | 9015 |
| | 5 | 45-60 | 1954 | 281 | 3099 | 576 | 5910 |
| | 6 | 60 and Above | 464 | 112 | 914 | 215 | 1705 |
| | 7 | Age not known | 64 | 6 | 70 | 10 | 150 |

ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF VICTIMS, AGE AND SEX

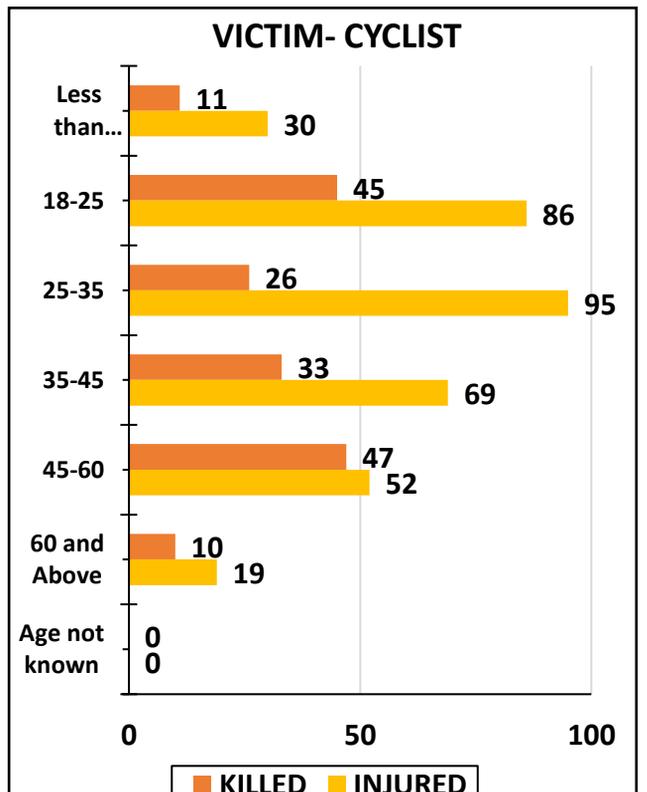
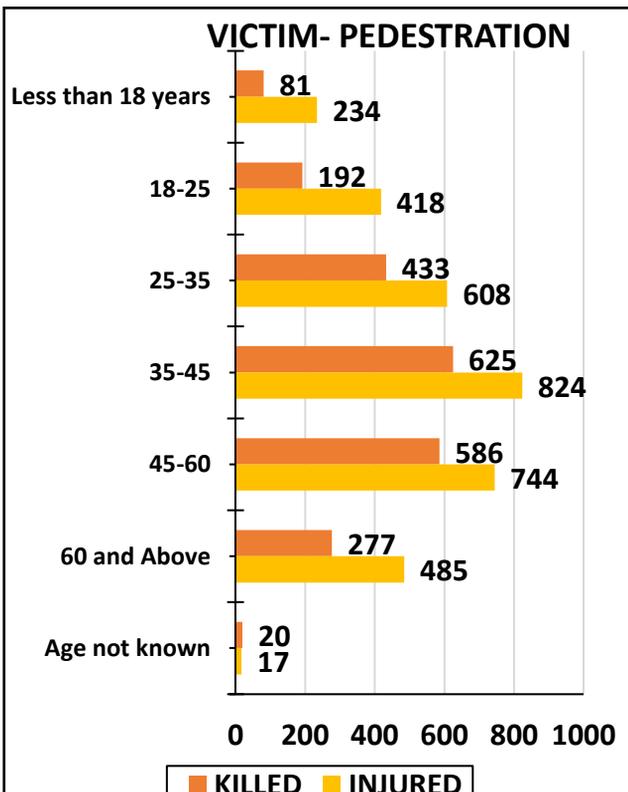
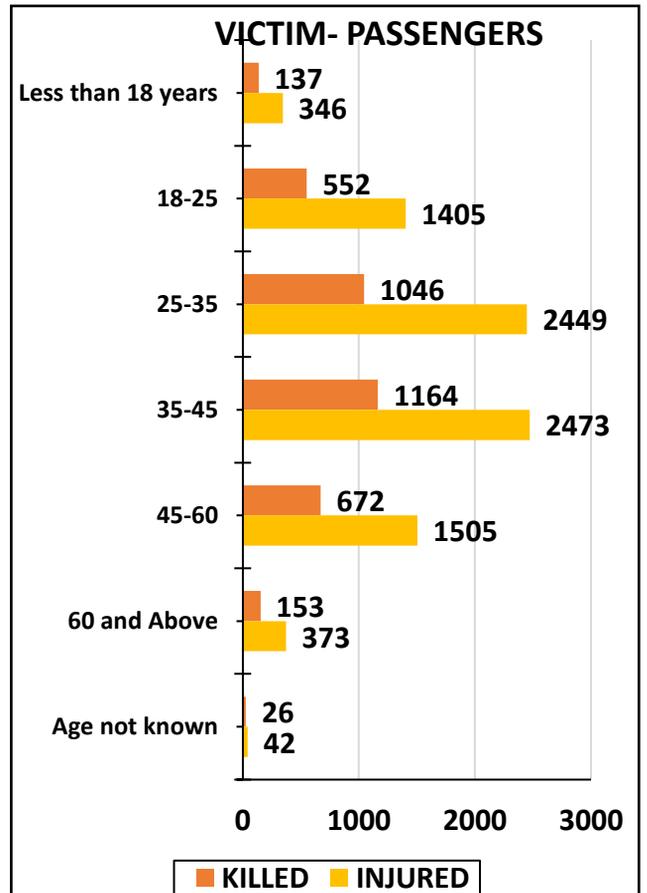
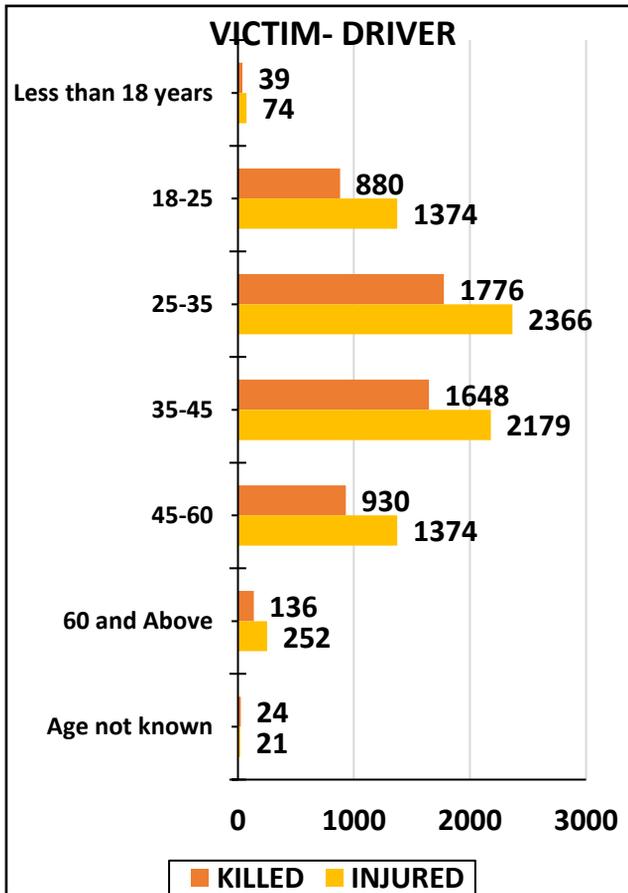
AGE-WISE PERSONS INVOLVED



SEX-WISE PERSONS KILLED

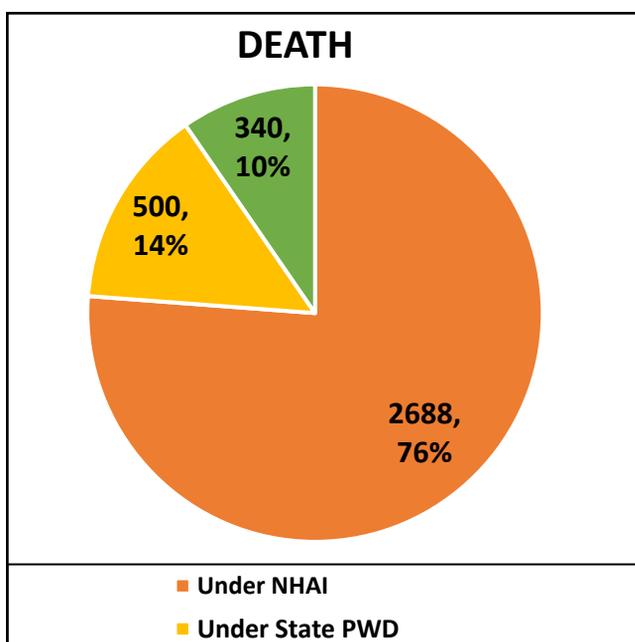
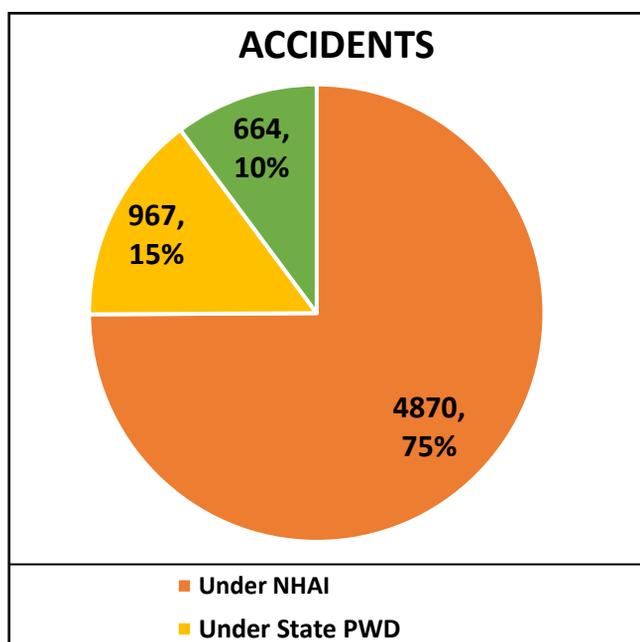
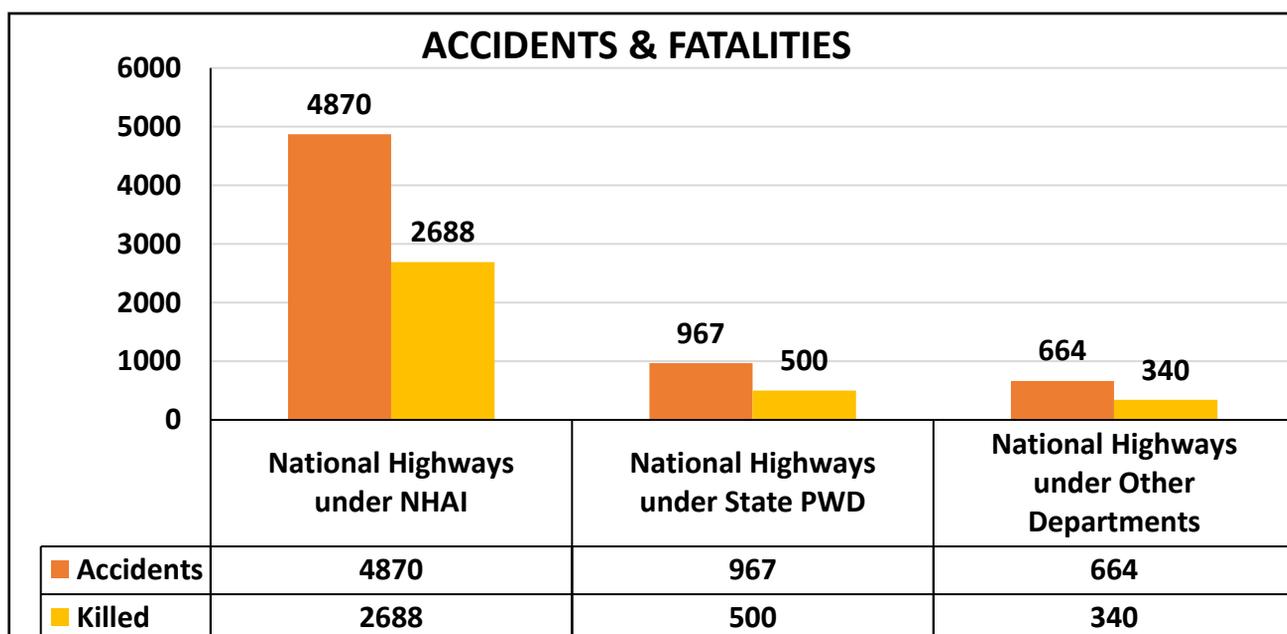


ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF VICTIMS, AGE AND SEX



ACCIDENTS & FATALITIES OCCURRED ON NATIONAL HIGHWAYS

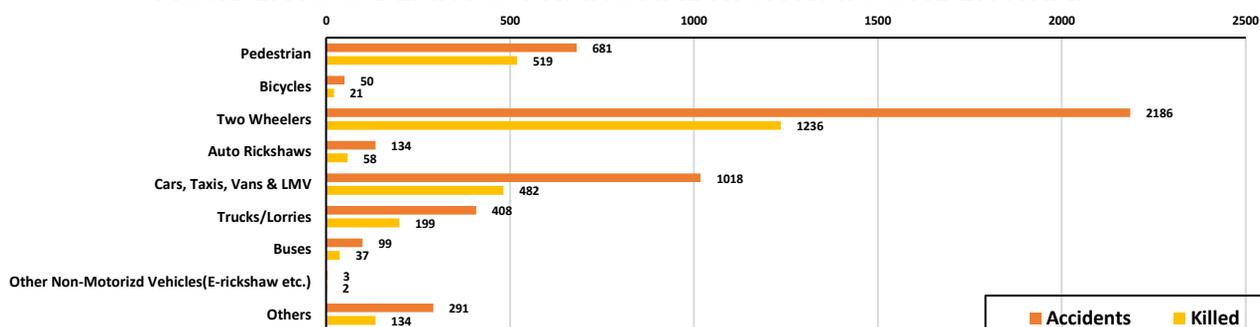
| Sr. No. | Different categories | Accidents | Killed |
|---------|---|-------------|-------------|
| 1 | National Highways under NHA | 4870 | 2688 |
| 2 | National Highways under State PWD | 967 | 500 |
| 3 | National Highways under Other Departments | 664 | 340 |
| | Total | 6501 | 3528 |



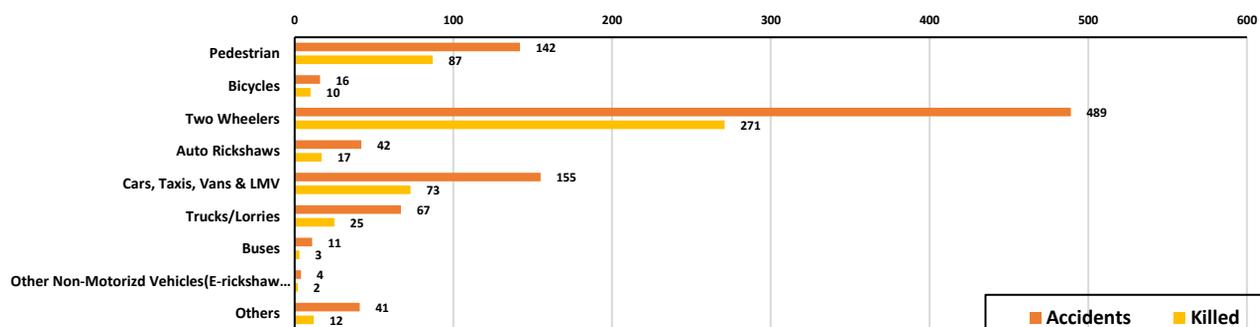
ACCIDENTS & FATALITIES OCCURRED ON NATIONAL HIGHWAYS

| Sr. No. | 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 |
| 1 | Pedestrian | 681 | 519 | 142 | 87 | 51 | 43 |
| 2 | Bicycles | 50 | 21 | 16 | 10 | 5 | 0 |
| 3 | Two Wheelers | 2186 | 1236 | 489 | 271 | 290 | 170 |
| 4 | Auto Rickshaws | 134 | 58 | 42 | 17 | 30 | 6 |
| 5 | Cars, Taxis, Vans & LMV | 1018 | 482 | 155 | 73 | 177 | 82 |
| 6 | Trucks/Lorries | 408 | 199 | 67 | 25 | 83 | 23 |
| 7 | Buses | 99 | 37 | 11 | 3 | 10 | 4 |
| 8 | Other Non-Motorized Vehicles(E-rickshaw etc.) | 3 | 2 | 4 | 2 | 0 | 0 |
| 9 | Others | 291 | 134 | 41 | 12 | 18 | 12 |
| | Total | 4870 | 2688 | 967 | 500 | 664 | 340 |

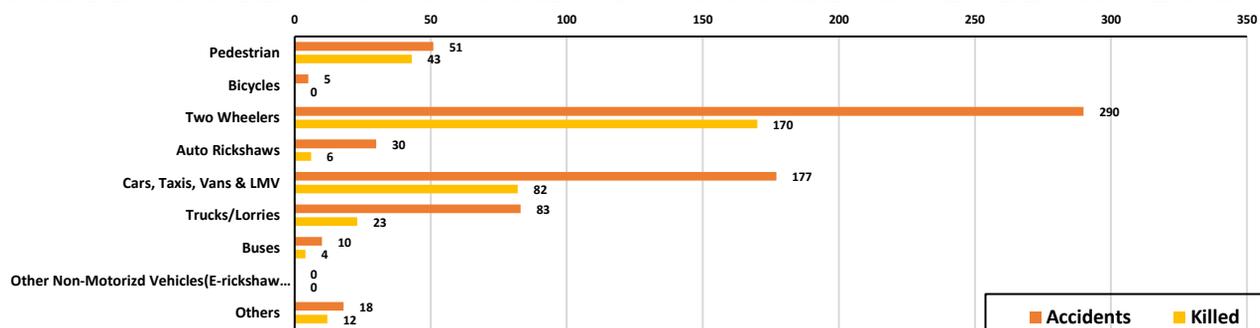
ACCIDENTS & DEATH ON NATIONAL HIGHWAYS UNDER NHAI



ACCIDENTS & DEATH ON NATIONAL HIGHWAYS UNDER PWD



ACCIDENTS & DEATH ON NATIONAL HIGHWAYS UNDER OTHER DEPARTMENTS



ACCIDENTS & FATALITIES CLASSIFIED ACCORDING TO TYPE OF TRAFFIC VIOLATION ON NATIONAL HIGHWAYS

| Sr. No. | Type of traffic violation | National Highways under NHAI | | National Highways under State PWD | | National Highways under Other Departments | |
|---------|---|------------------------------|-------------|-----------------------------------|------------|---|------------|
| | | Accidents | killed | Accidents | killed | Accidents | killed |
| 1 | Over-Speeding | 3970 | 2238 | 572 | 307 | 513 | 268 |
| 2 | Drunken Driving/ Consumption of alcohol & drug | 14 | 9 | 10 | 2 | 0 | 0 |
| 3 | Driving on Wrong side | 175 | 97 | 15 | 6 | 24 | 15 |
| 4 | Jumping Red Light | 0 | 0 | 1 | 0 | 0 | 0 |
| 5 | Use of Mobile Phone | 0 | 0 | 1 | 1 | 0 | 0 |
| 6 | Others | 711 | 344 | 368 | 184 | 127 | 57 |
| 7 | Total | 4870 | 2688 | 967 | 500 | 664 | 340 |

NATIONAL HIGHWAYS UNDER NHAI



NATIONAL HIGHWAYS UNDER STATE PWD



NATIONAL HIGHWAYS UNDER OTHER DEPARTMENTS





THE WAY FORWARD

THE WAY FORWARD

Safe roads and highways are key areas of concern and duty of the Police Department. To fulfill this duty diligently, the Department invests its resources proactively in areas that provide critical solutions. With digitization and emergence of evolved data sciences, the police department has started laying emphasis on analytics, deriving inferences and interpretations for broad planning to achieve safety goals of reducing fatalities.

The Department, with strategic alliances, explores ways and means to curb accidents and fatalities, minimize fallouts from such incidents. The process is an on-going one and often, past, successful experiences are carried forward along with a more result oriented, multi-faceted action plan to bring about efficiency in implementation of the identified tasks.

This year (2021) onwards, we will be implementing activities based on a structured framework to achieve the targets of reducing road fatalities. This will consist of following phases which will help in reducing road crashes and injuries on Maharashtra Highways:

Phase 1: Strengthening of the TAPs and Capacity Building

Phase 2: Hazard, Vulnerabilities, Risk and Capacity Assessment (HVRA), Preparation of Report and Action Plan

Phase 3: Scenario Training & Mock Drills

Phase 4: Enhanced Monitoring at Hotspots and Black spots periphery

Phase 5: Monitoring & Evaluation of reduction in fatalities

CAPACITY BUILDING:

HSP Maharashtra has undertaken the process of strengthening and capacity building of its TAPs - the eyes of the entire Safe Transport System and are the first responders to every crash incident. After Data Collection and Analysis, the reports are sent to relevant stakeholders including the District Road Safety Committee for the elimination or mitigation of the reported hazards.

HVRA ACTION PLAN:

The Department is preparing a Comprehensive TAP-wise HVRA Map with assistance from experts of the Non-Profit organization (NGO) - Resilient India. Their team along with our Police Personnel has already begun this exercise. This will enable in identifying, understanding and finding solutions to potential threats for Highway users and help bringing down the number of accidents and fatalities. Critical stretches along 8 Highways across Maharashtra are identified from available information where the quantum of fatalities is the highest.

SCENARIO TRAINING:

A team consisting of 1 Officer and 3 Men set up in each police station, does investigation of traffic accidents and analyzes the root causes of each fatal and grievous accident. The training program on 'Crash Investigation' of field level officers will be completed by March-2022 with the help of experts through Global Road Safety Partnership. The ongoing training program on First Aid and Traffic Law for traffic officers and men of the Force will be continued.

MONITORING AT HOTSPOTS AND BLACK SPOTS:

The collection of data by Police enables in identification and monitoring of crash trends for the implementation of relevant road safety programs and policies. With help of other stakeholders, the department will prioritize to take junction calming measures on those junctions which are identified as Black Spots. The team of officers from Police, Transport department and PWD visits such fatal accident spots 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 future. District Road Safety Committee will be appraised 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. This information is useful for the Police while guiding Highway Authorities regarding road engineering schemes and road designs.

MONITORING & EVALUATION:

Increased road policing with the help of Modern Electronic Surveillance Equipments will result in detecting and deter more number of traffic violators thereby decreasing collisions and casualties. The old adage "*spare the rod and spoil the child*" seems to be in vogue still. The fear of the law acts as a deterrent to curb waywardness by motorists and thereby limits unwanted incidents on roads. Along with enhanced patrolling, heavy fines for wrongdoers go a long way to enforce motorists in following traffic rules and regulations.

Enforcement plays an important role in educating the road-using-public and helps change the social attitudes. The best example of this is drunken driving, which is now regarded as anti-social and inexcusable. This was achieved through a combination of education and enforcement (breath analyser tests) and extensive "Don't Drink and Drive" campaigns. Firm enforcement, regular follow up & reviews and monitoring with modern equipment will help in implementation and evaluation in a much more result oriented manner.

DETERRRANCE, DETECTION & IDENTIFICATION:

The Police fulfil a wide variety of roles that make a positive contribution to road safety. The visible enforcement of road traffic law is an effective deterrent to dangerous behaviour. If drivers and riders believe that there is a less chance of being detected and prosecuted, they are more likely to drive rashly which could lead to more road crashes resulting in deaths and injuries. The very presence of a police vehicle, influences driver behaviour.

The number of convictions for motoring offences demonstrates that there is a high level of Traffic violations on the roads. These figures under-estimate the actual number of offences as many are undetected. Higher levels of road policing with the help of Modern Electronic Surveillance Equipments will result in more traffic violators being detected or deterred with a resulting decrease in collisions and ultimately casualties.

Investigating crashes enables police to identify and prosecute the violators of traffic rules.

THE WAY FORWARD

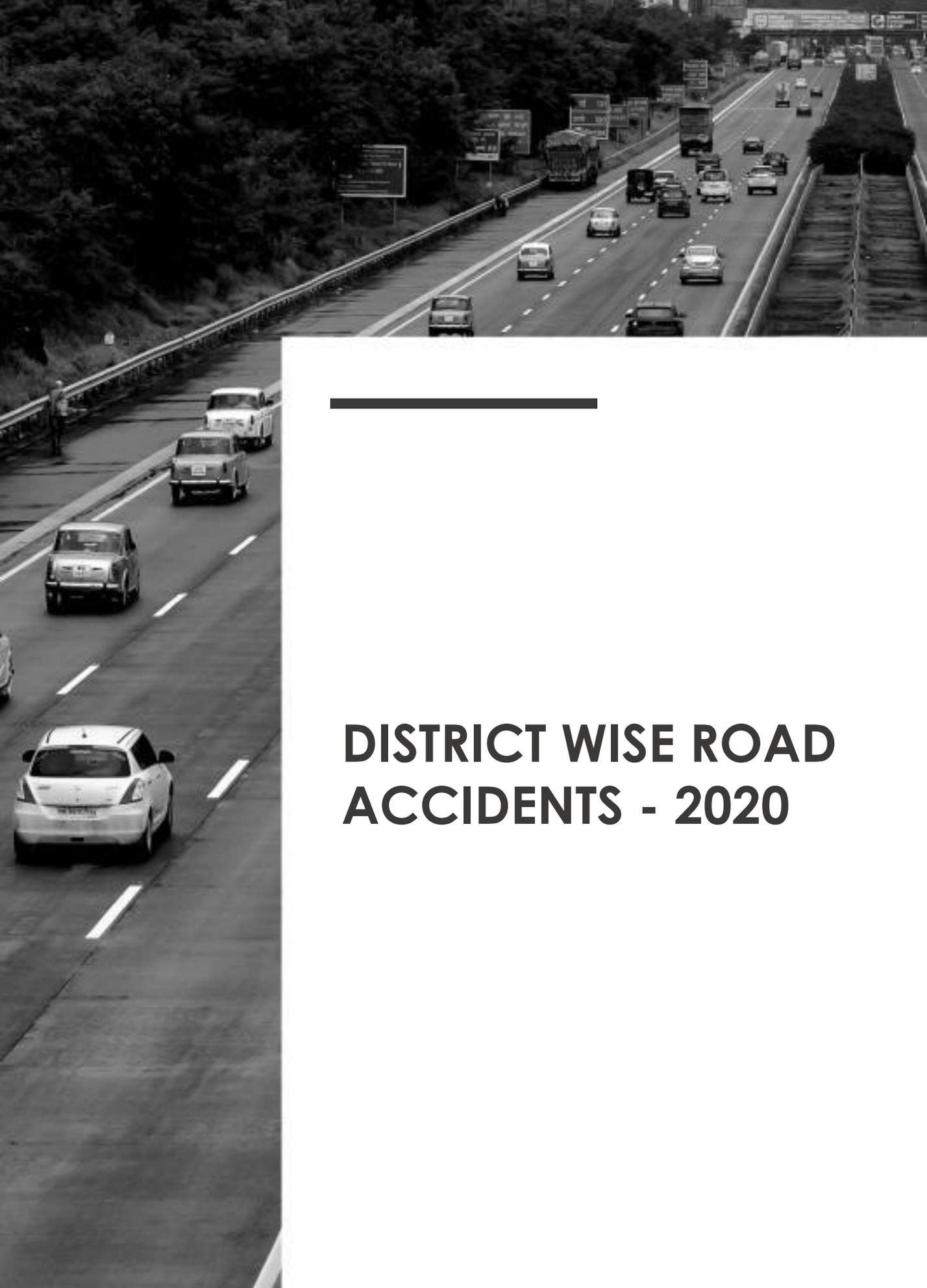
The Road and Highway Safety programs are an ongoing and dynamic endeavour of the Maharashtra State Highway Police. Scope and opportunities to identify and implement activities and programs are immense. The explosion of digitization coupled with Artificial Intelligence and Machine Learning provides a plethora of possibilities for solutions. Our force and collaborators are engaged in a continuous process of learning and evaluation to arrive at solutions that can have a far reaching impact on our society by creating a safer road environment.



BLACKSPOTS

BLACKSPOTS

| SR. NO. | DISTRICT | NATIONAL HIGHWAY | STATE HIGHWAY | MAIN DISTRICT ROAD | OTHER ROAD | EXPRESS WAY | TOTAL |
|--------------|------------------|------------------|---------------|--------------------|------------|-------------|------------|
| 1 | Amravati (C) | 1 | 0 | 0 | 0 | 0 | 1 |
| 2 | Aurangabad (C) | 3 | 17 | 0 | 5 | 0 | 25 |
| 3 | Brihan Mumbai | 0 | 0 | 0 | 3 | 0 | 3 |
| 4 | Nagpur (C) | 9 | 9 | 0 | 21 | 0 | 39 |
| 5 | Nashik (C) | 9 | 0 | 0 | 5 | 0 | 14 |
| 6 | Navi Mumbai | 0 | 0 | 0 | 3 | 0 | 3 |
| 7 | Pune (C) | 4 | 4 | 0 | 6 | 0 | 14 |
| 8 | Solapur (C) | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | Thane (C) | 0 | 0 | 0 | 1 | 0 | 1 |
| 10 | Pimpri Chinchwad | 6 | 1 | 0 | 0 | 0 | 7 |
| 11 | Ahmednagar | 0 | 1 | 0 | 0 | 0 | 1 |
| 12 | Akola | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | Amravati Rural | 2 | 0 | 0 | 0 | 0 | 2 |
| 14 | Aurangabad Rural | 1 | 9 | 0 | 0 | 0 | 10 |
| 15 | Beed | 3 | 0 | 0 | 0 | 0 | 3 |
| 16 | Bhandara | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | Buldhana | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | Chandrapur | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | Dhule | 5 | 0 | 0 | 0 | 0 | 5 |
| 20 | Gadchiroli | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | Gondia | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | Hingoli | 0 | 2 | 0 | 0 | 0 | 2 |
| 23 | Jalgaon | 0 | 0 | 0 | 0 | 0 | 0 |
| 24 | Jalna | 0 | 0 | 0 | 0 | 0 | 0 |
| 25 | Kolhapur | 0 | 1 | 0 | 1 | 0 | 2 |
| 26 | Latur | 4 | 5 | 0 | 0 | 0 | 9 |
| 27 | Nagpur Rural | 8 | 0 | 0 | 0 | 0 | 8 |
| 28 | Nanded | 10 | 3 | 0 | 0 | 0 | 13 |
| 29 | Nandurbar | 30 | 6 | 0 | 1 | 0 | 37 |
| 30 | Nashik Rural | 6 | 2 | 0 | 0 | 0 | 8 |
| 31 | Osmanabad | 0 | 0 | 0 | 0 | 0 | 0 |
| 32 | Parbhani | 0 | 0 | 0 | 0 | 0 | 0 |
| 33 | Pune Rural | 9 | 0 | 0 | 2 | 0 | 11 |
| 34 | Palghar | 3 | 0 | 0 | 7 | 0 | 10 |
| 35 | Raigad | 2 | 1 | 0 | 1 | 0 | 4 |
| 36 | Ratnagiri | 0 | 0 | 0 | 0 | 0 | 0 |
| 37 | Sangli | 0 | 0 | 0 | 1 | 0 | 1 |
| 38 | Satara | 0 | 1 | 0 | 2 | 0 | 3 |
| 39 | Sindhudurg | 0 | 0 | 0 | 0 | 0 | 0 |
| 40 | Solapur Rural | 29 | 2 | 0 | 0 | 0 | 31 |
| 41 | Thane Rural | 0 | 0 | 0 | 0 | 0 | 0 |
| 42 | Wardha | 14 | 6 | 4 | 0 | 0 | 24 |
| 43 | Washim | 2 | 0 | 0 | 0 | 0 | 2 |
| 44 | Yavatmal | 0 | 7 | 0 | 0 | 0 | 7 |
| Total | | 160 | 77 | 4 | 59 | 0 | 300 |



DISTRICT WISE ROAD ACCIDENTS - 2020

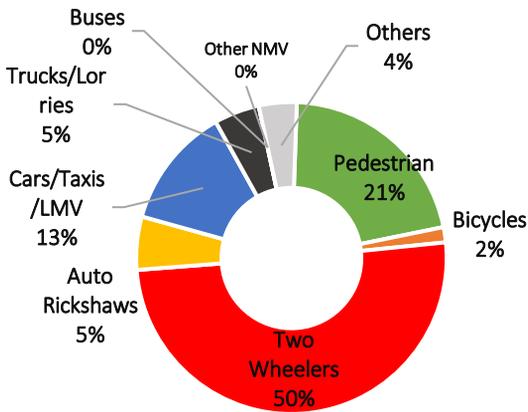
AKOLA - 2020

Total Crashes: 376

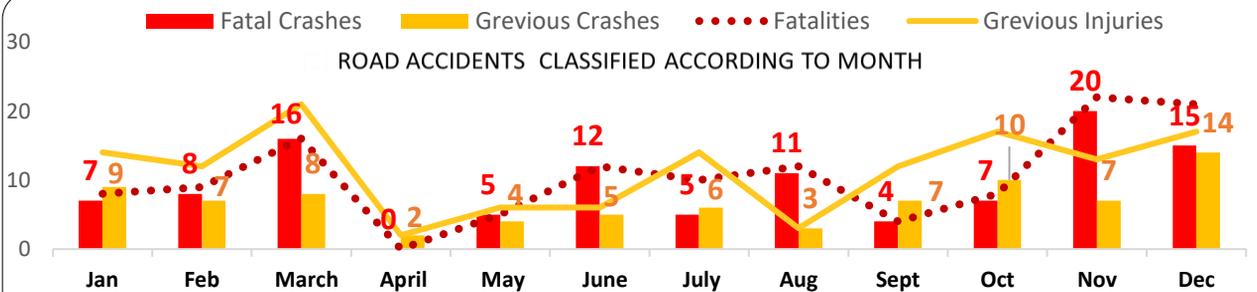
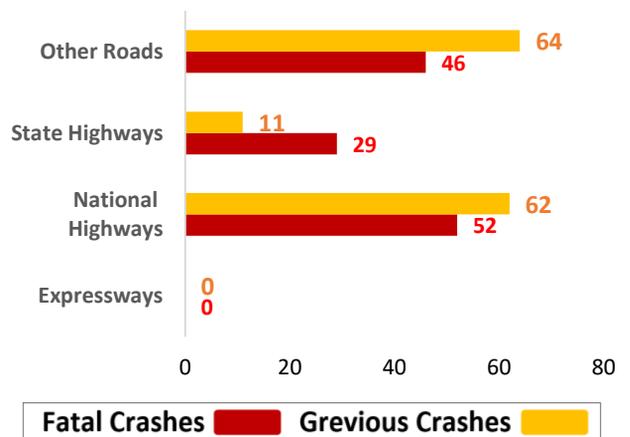
Fatal Crashes: 110

Fatalities: 127

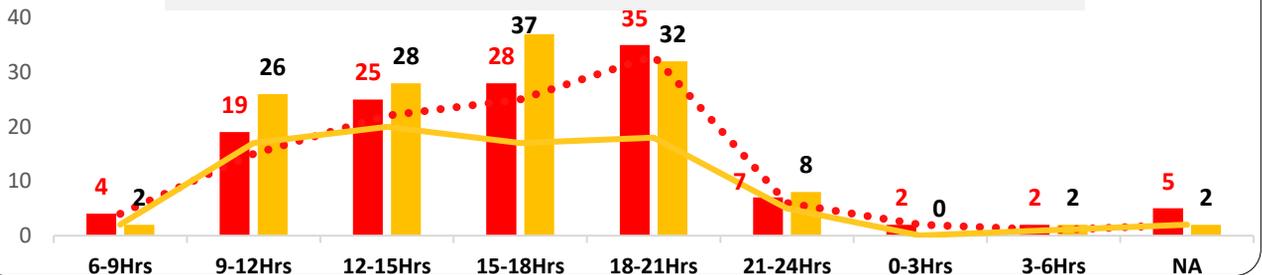
FATALITIES BY MODE



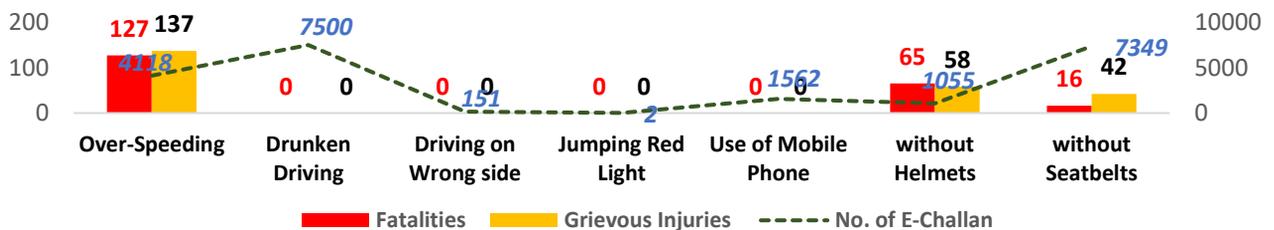
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 49% of fatalities resulted from head on collisions.
- 61% of fatalities are of 25–45-year-old males.
- 73% of fatalities are of vulnerable road users.

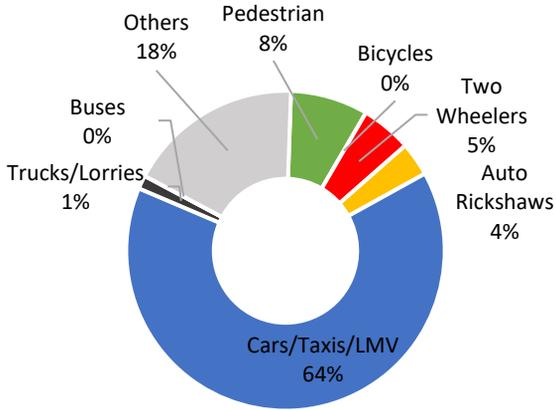
AMRAVATI (R)-2020

Total Crashes: 522

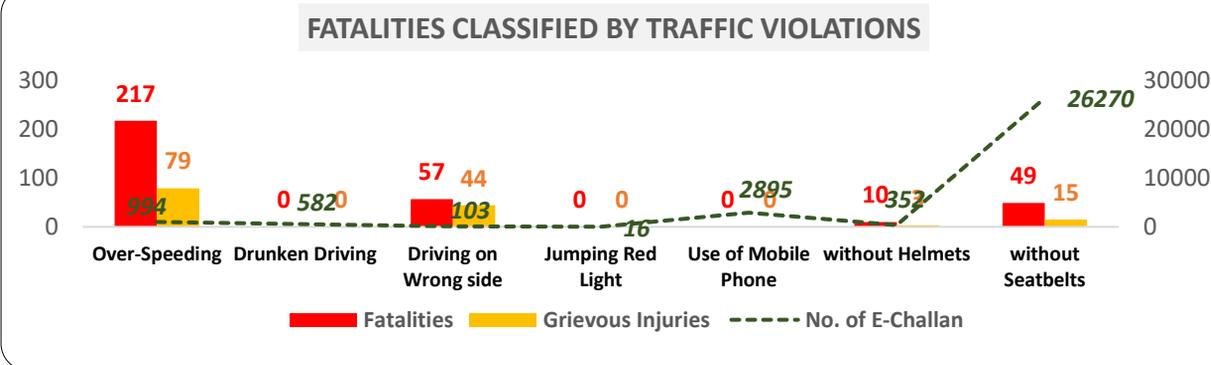
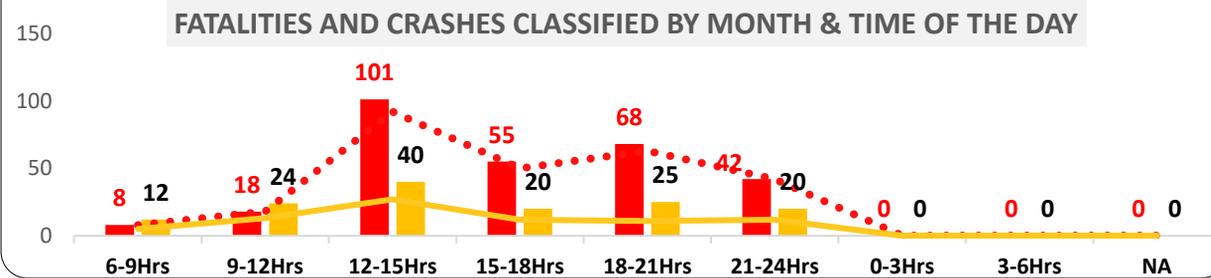
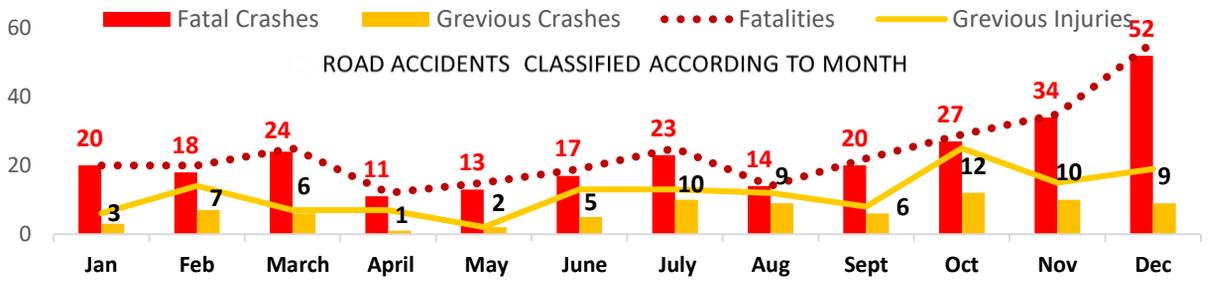
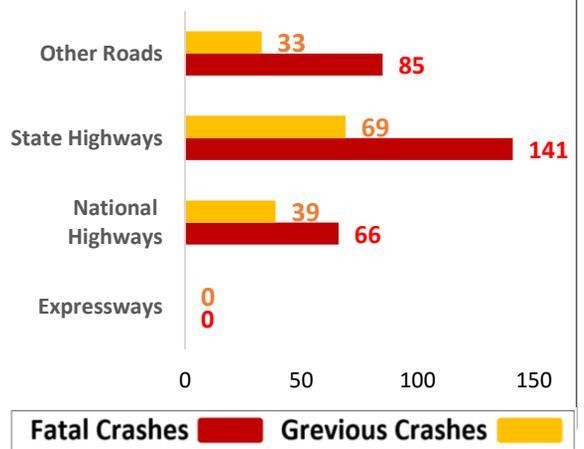
Fatal Crashes: 273

Fatalities: 292

FATALITIES BY MODE



CLASSIFICATION OF ROADS



- 67% of fatalities resulted from hit and run collisions.
- 13% of fatalities are of vulnerable road users.
- 42% of fatalities are of 35–45-year-old males.

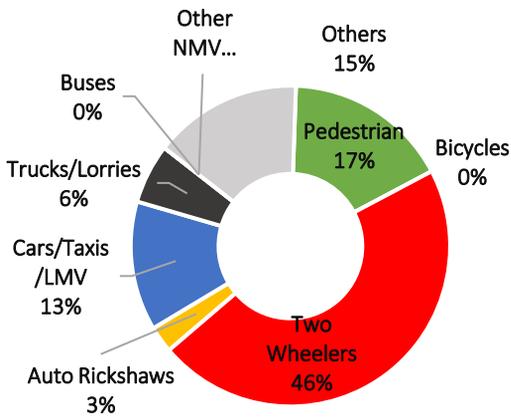
BULDHANA - 2020

Total Crashes: 529

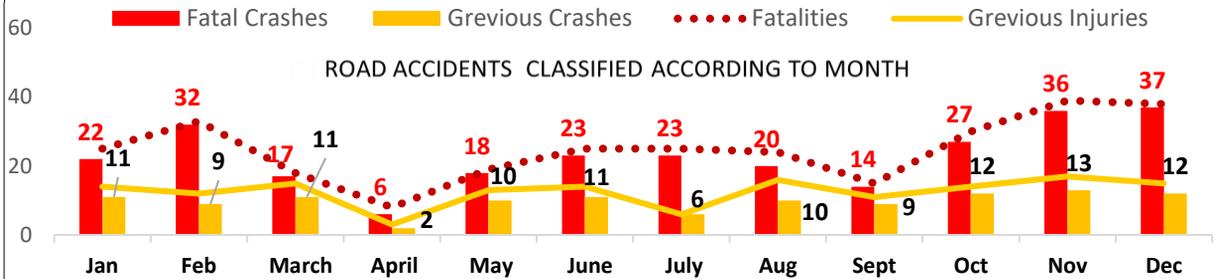
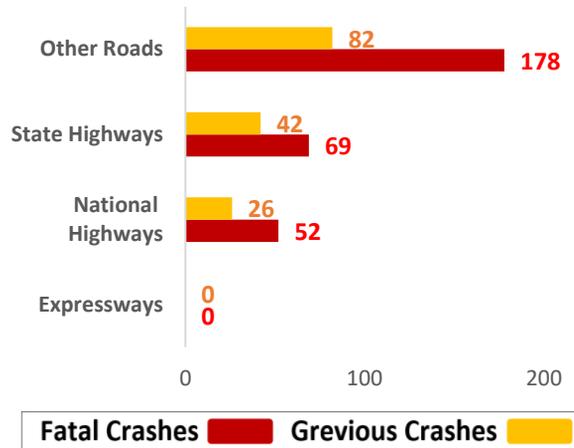
Fatal Crashes: 275

Fatalities: 299

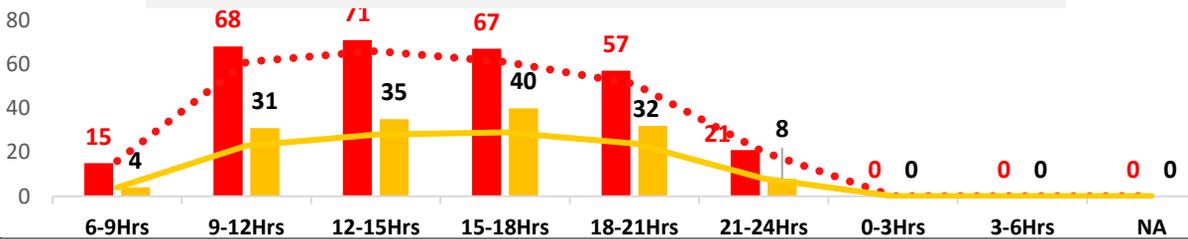
FATALITIES BY MODE



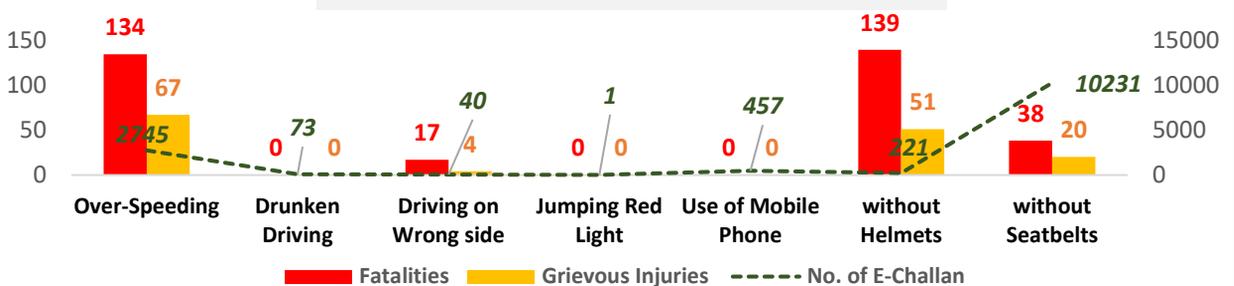
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 37% of fatalities resulted from run off road collisions.
- 63% of fatalities are of vulnerable road users.
- 67% fatalities are of 35–60-year-old males.

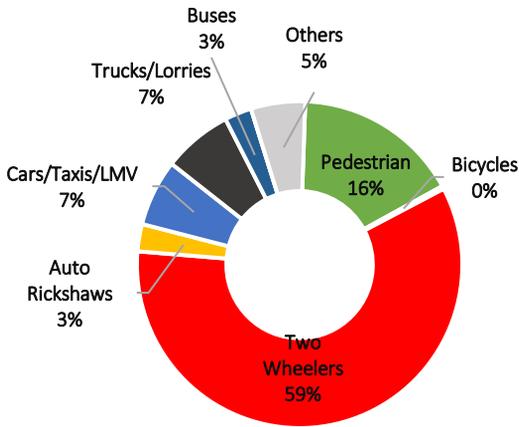
YAWATMAL- 2020

Total Crashes: 670

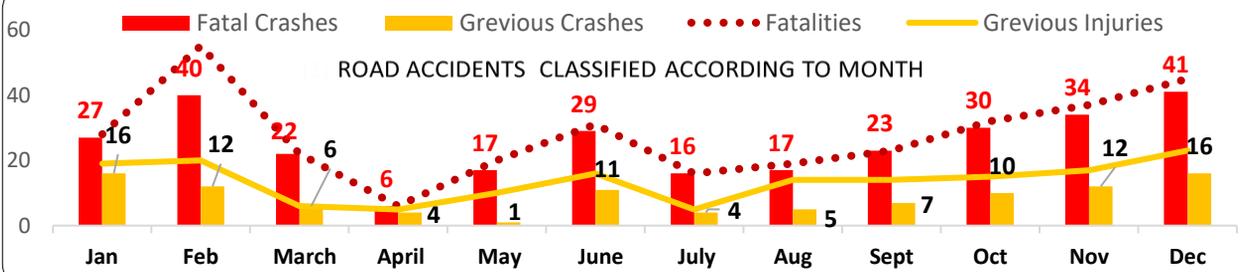
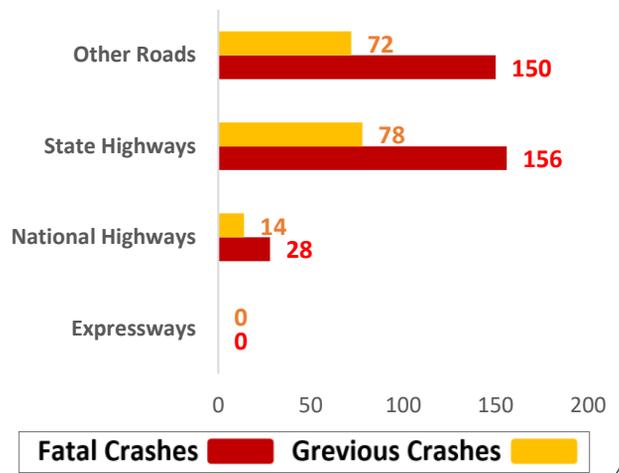
Fatal Crashes: 302

Fatalities: 334

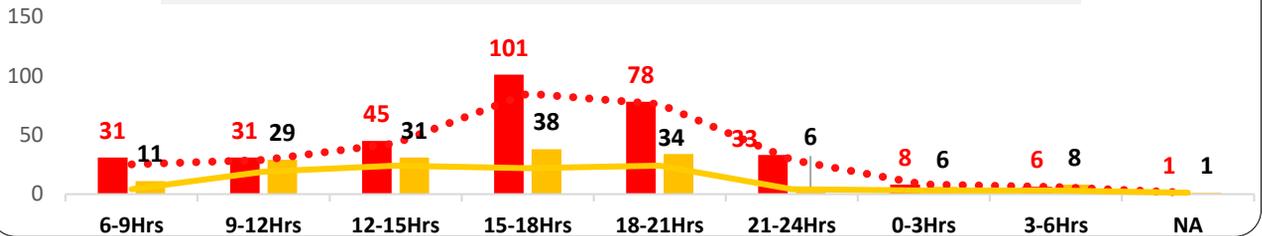
FATALITIES BY MODE



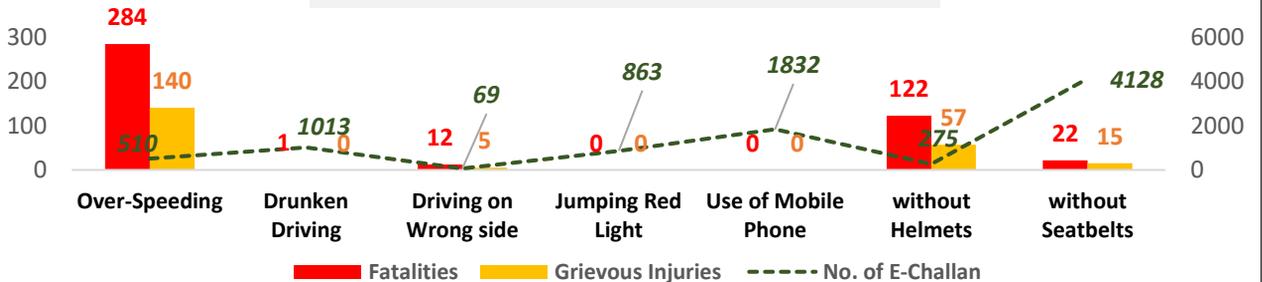
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 38% of fatalities resulted from head on collisions.
- 76% of fatalities are of vulnerable road users.
- 59% of fatalities are of 25–45-year-old males.

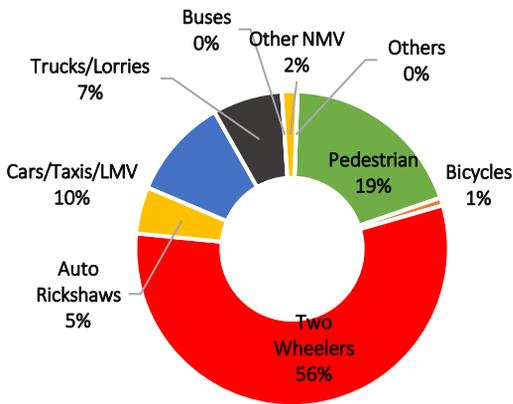
WASHIM- 2020

Total Crashes: 244

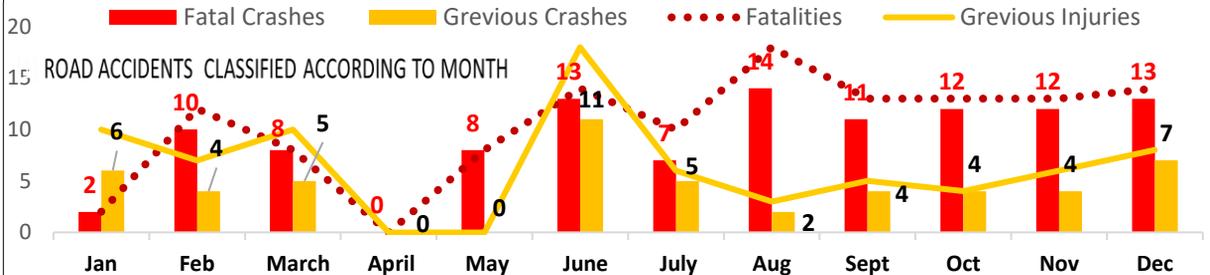
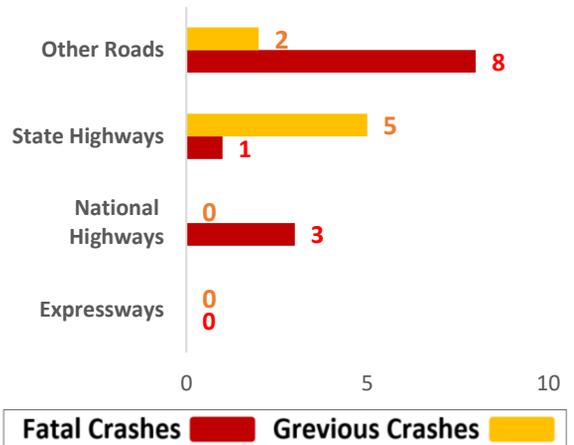
Fatal Crashes: 110

Fatalities: 125

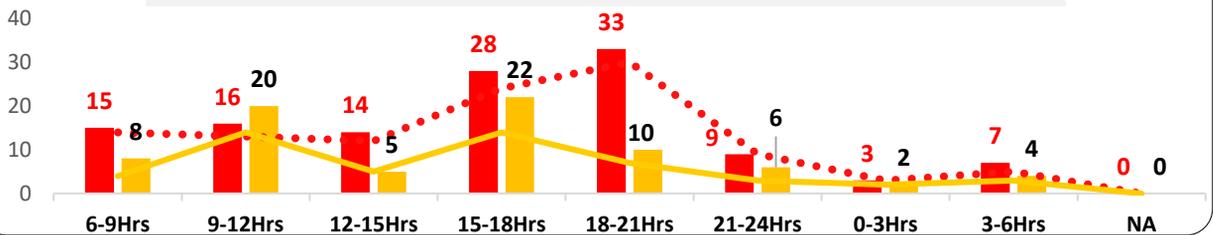
FATALITIES BY MODE



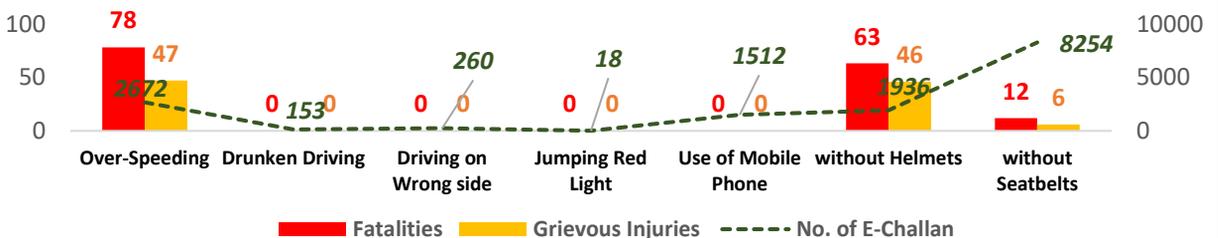
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 69% of fatalities resulted from head on collisions.
- 76% of fatalities are of vulnerable road users.
- 64% of fatalities are of 25–45-year-old males.

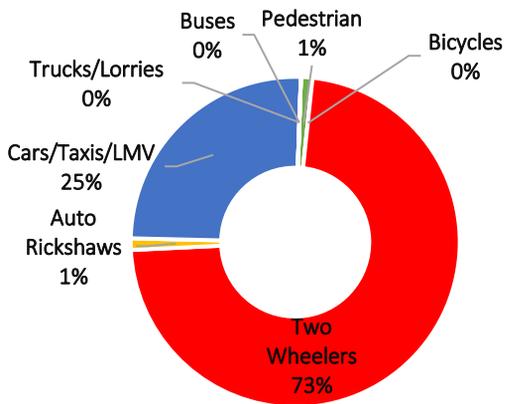
AURANGABAD RURAL- 2020

Total Crashes: 461

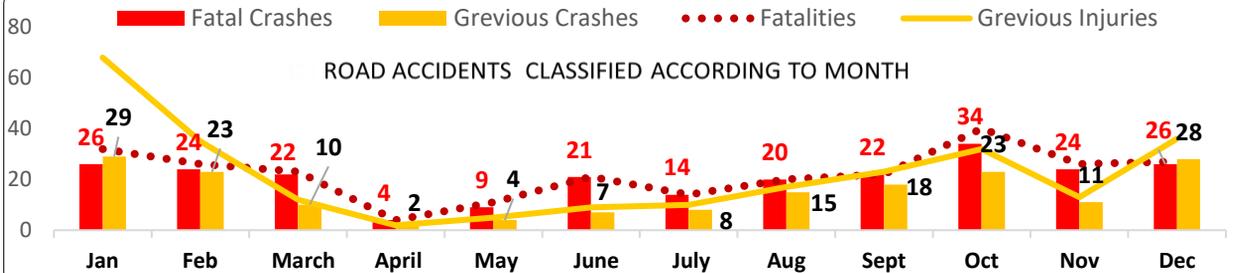
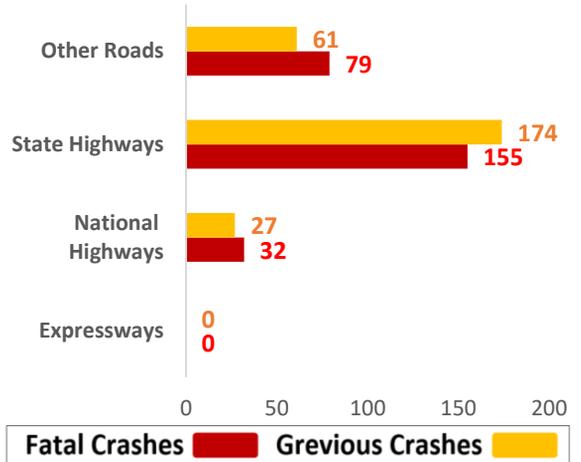
Fatal Crashes: 246

Fatalities: 266

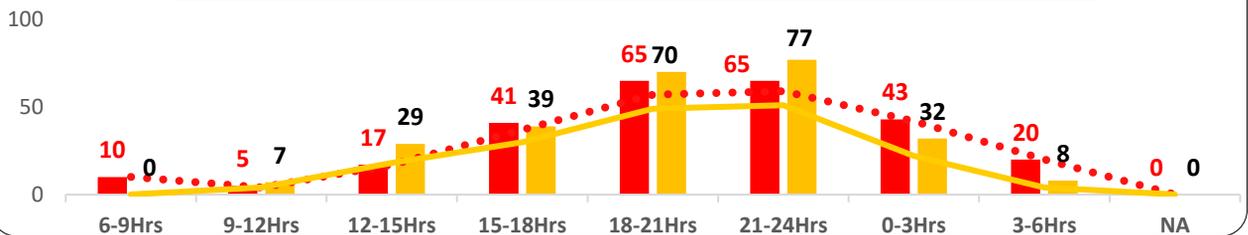
FATALITIES BY MODE



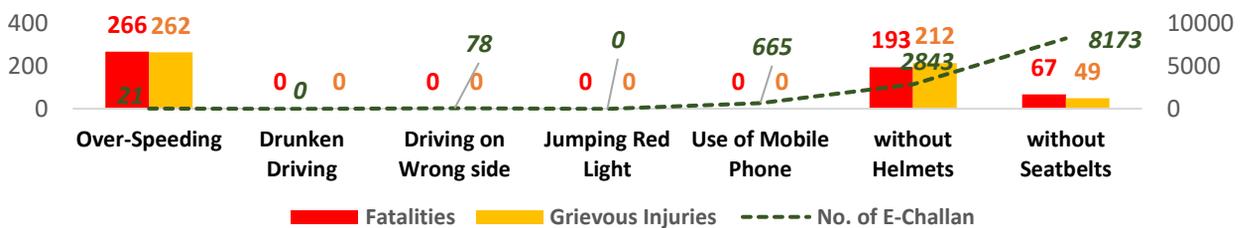
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 60% of fatalities resulted from head on collisions.
- 74% of fatalities are of vulnerable road users.
- 80% of fatalities are of 28–45-year-old males.

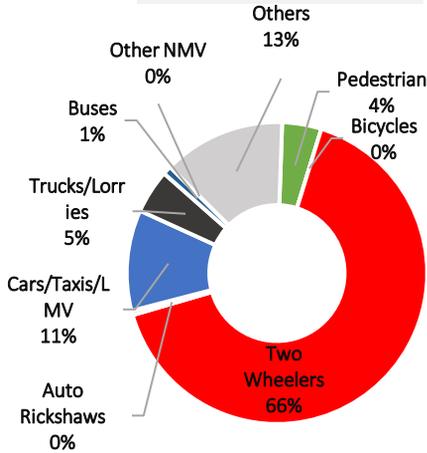
JALNA-2020

Total Crashes: 436

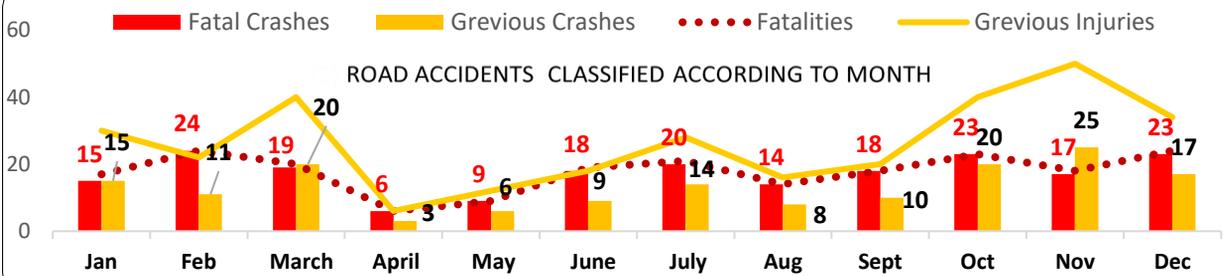
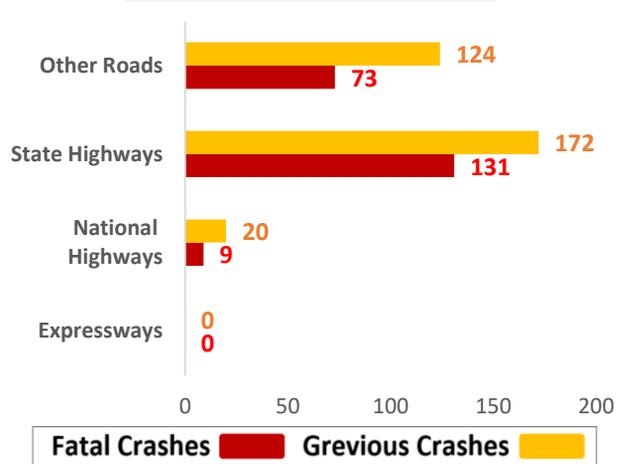
Fatal Crashes: 206

Fatalities: 213

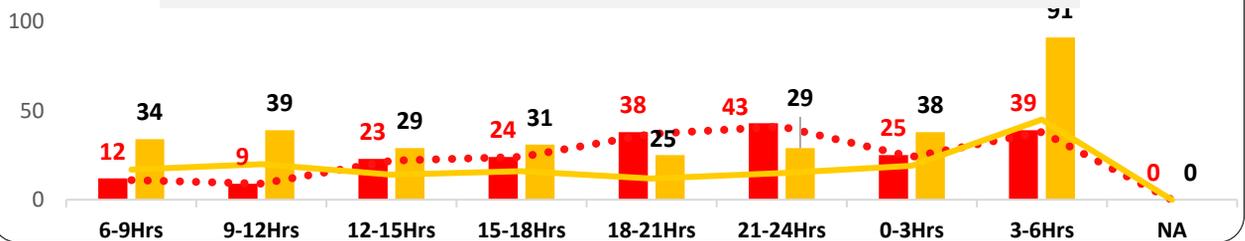
FATALITIES BY MODE



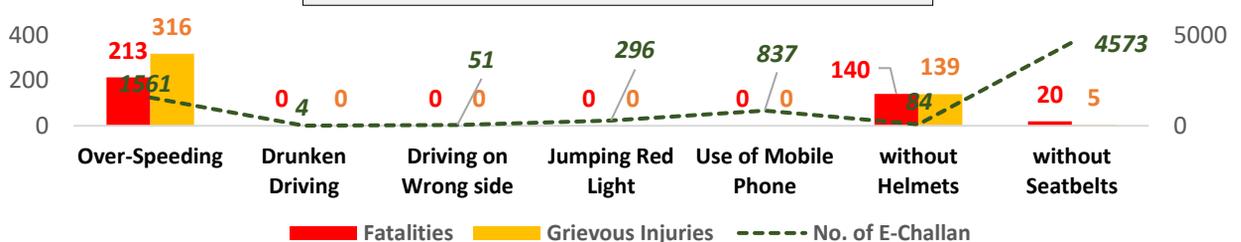
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 73% of fatalities resulted from head on collisions.
- 70% of fatalities are of vulnerable road users.
- 82% of fatalities are of 25–45-year-old males.

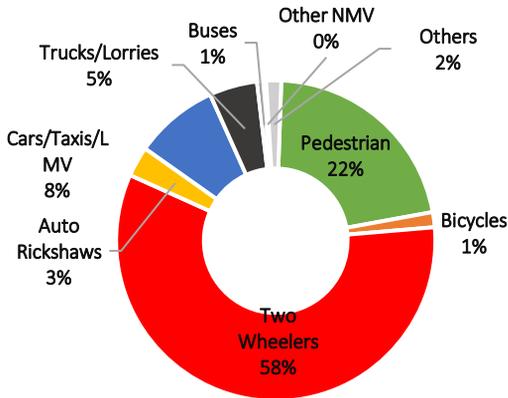
BEED - 2020

Total Crashes: 555

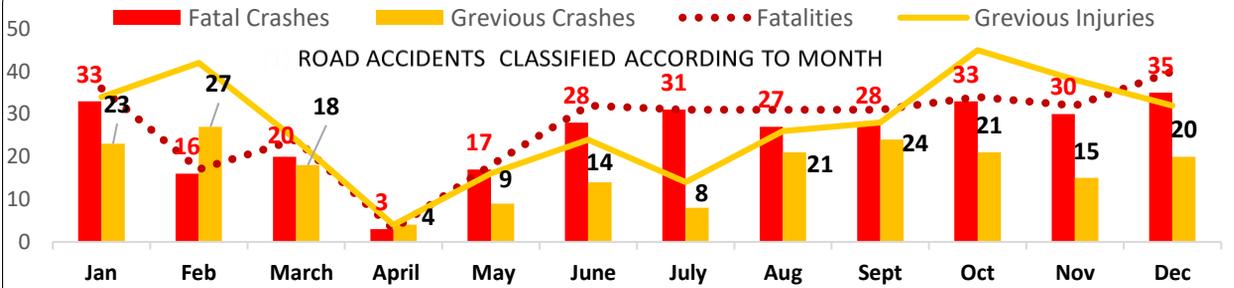
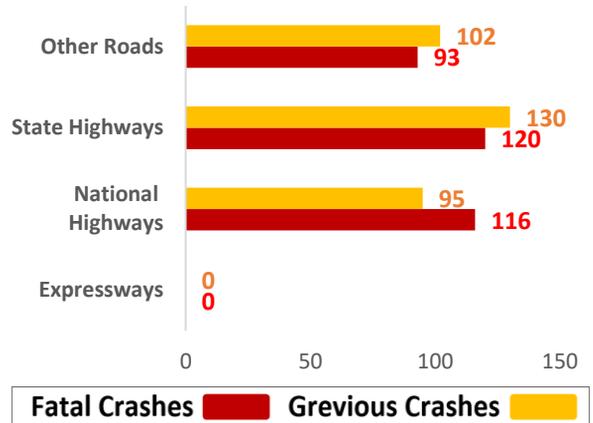
Fatal Crashes: 301

Fatalities: 329

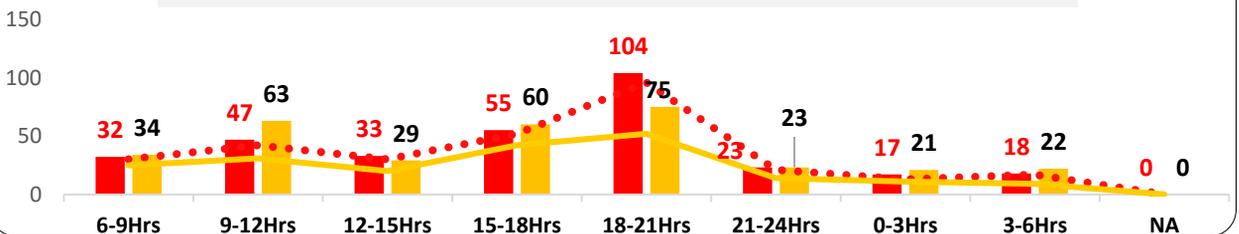
FATALITIES BY MODE



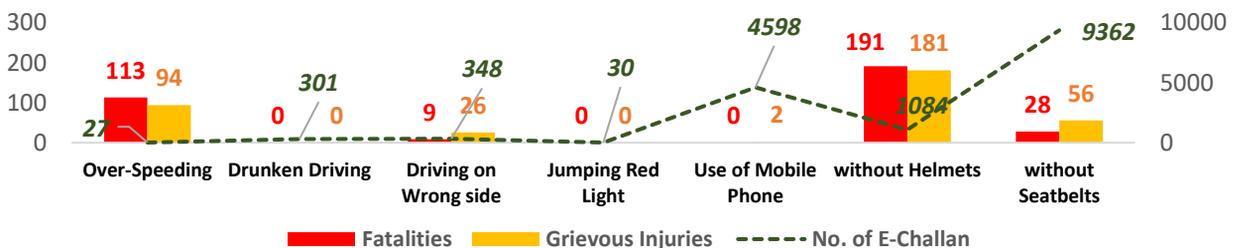
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 60% of fatalities resulted from hit from back and head on collisions..
- 82% of fatalities are of vulnerable road users.
- 57% fatalities are of 25–45-year-old males.

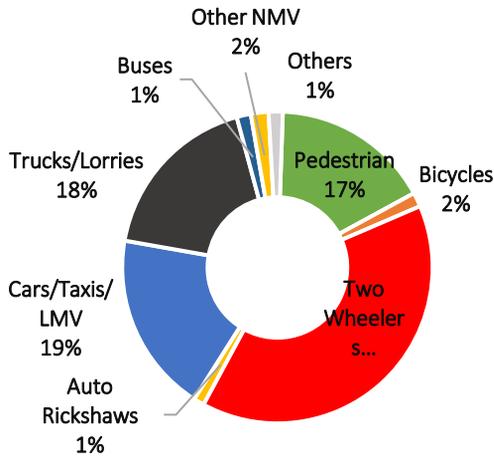
OSMANABAD-2020

Total Crashes: 549

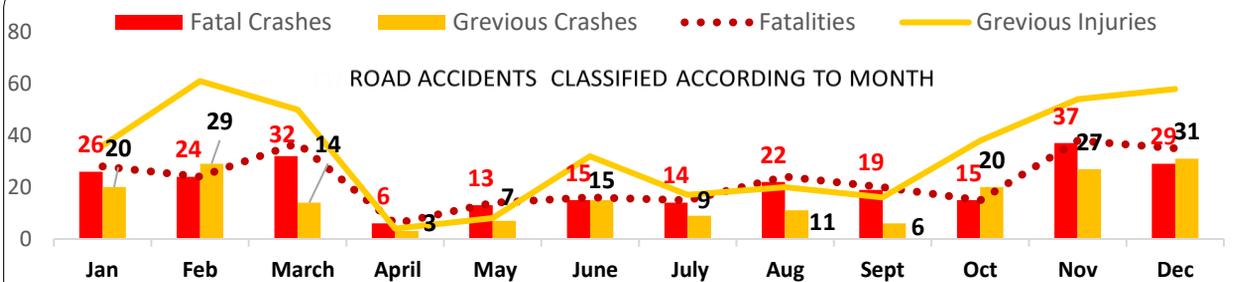
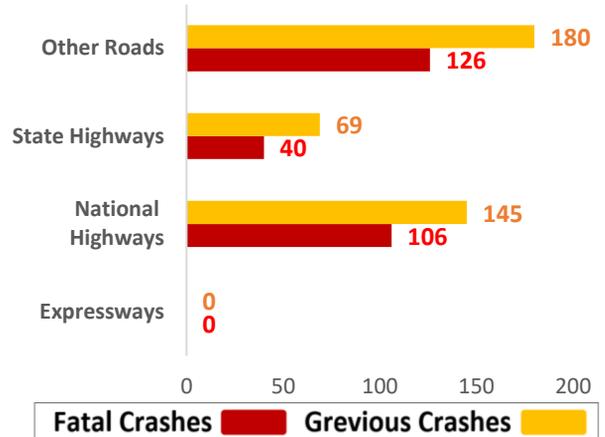
Fatal Crashes: 252

Fatalities: 272

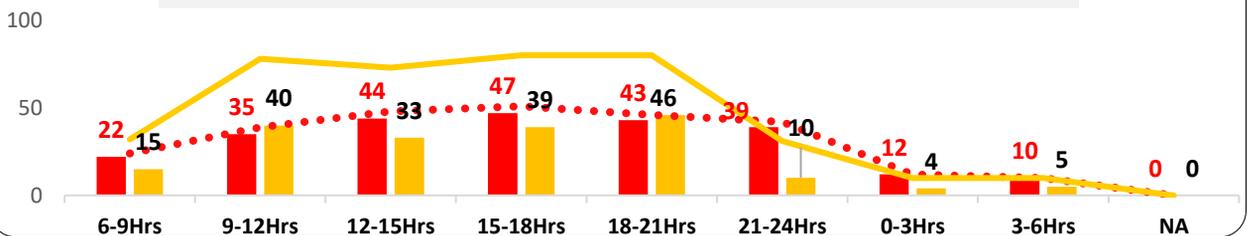
FATALITIES BY MODE



CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 4% of fatalities resulted from hit and run collisions.
- 57% of fatalities are of vulnerable road users.
- 51% fatalities are of 25–45-year-old males.

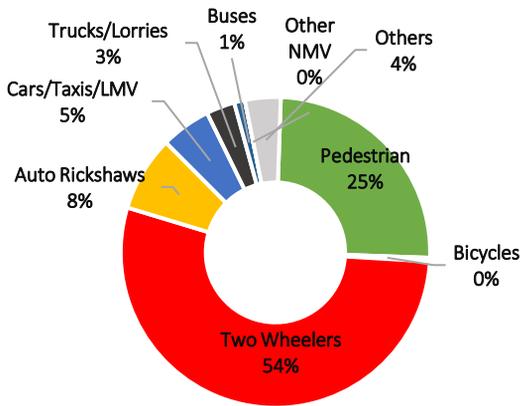
NANDED-2020

Total Crashes: 629

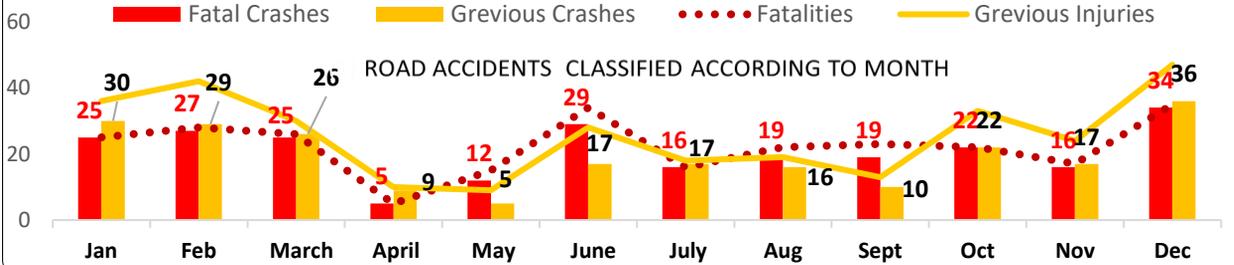
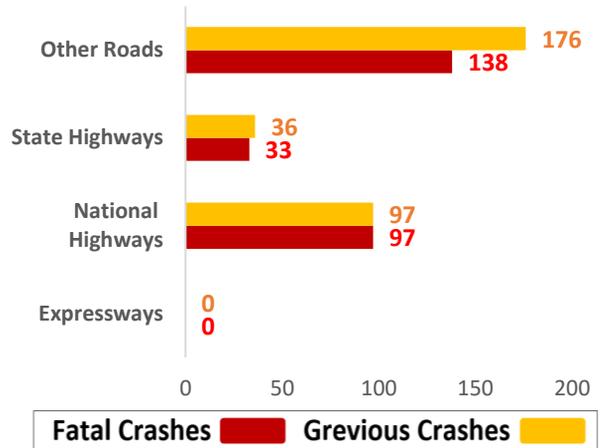
Fatal Crashes: 249

Fatalities: 268

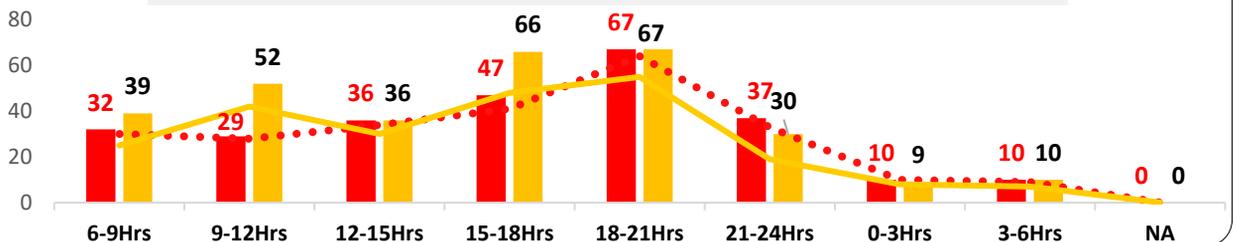
FATALITIES BY MODE



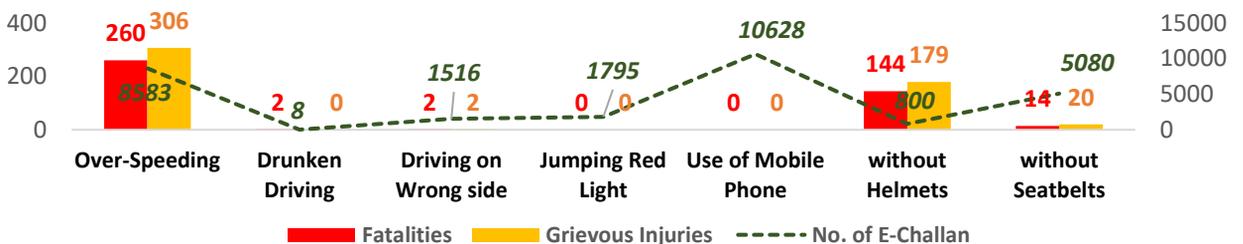
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 56% of fatalities resulted from hit and run.
- 79% of fatalities are of vulnerable road users.
- 49% fatalities are of 25–45-year-old males.

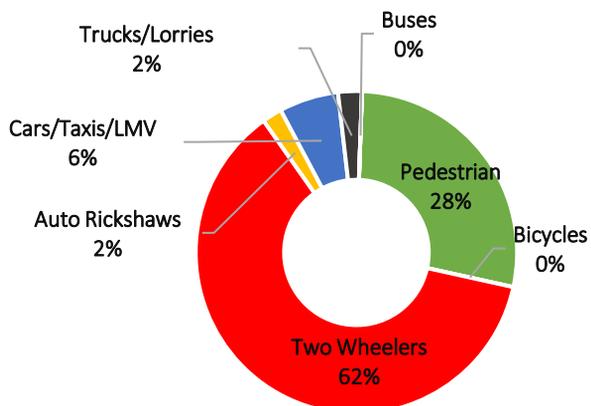
LATUR-2020

Total Crashes: 515

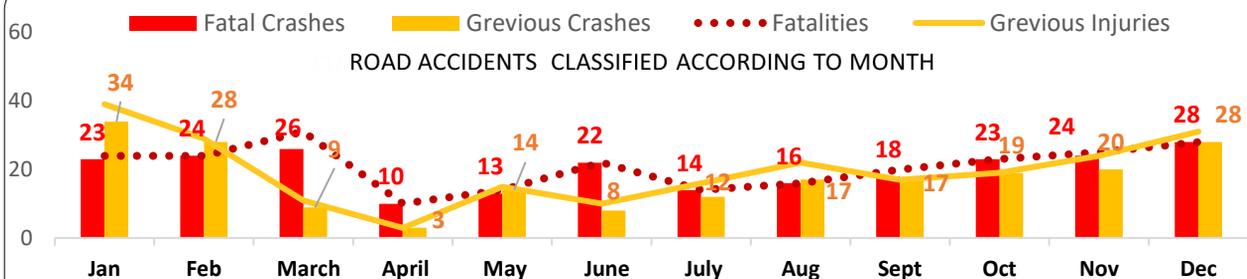
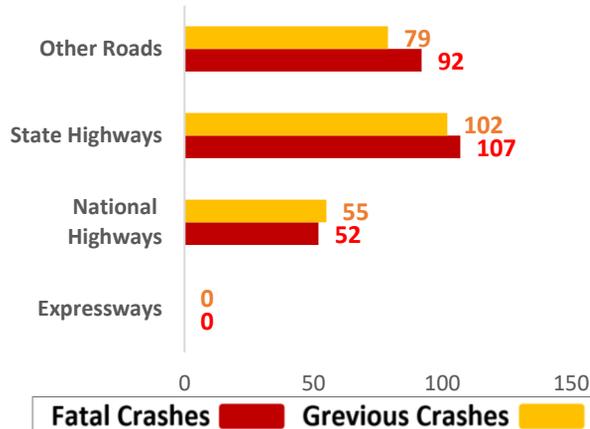
Fatal Crashes: 241

Fatalities: 251

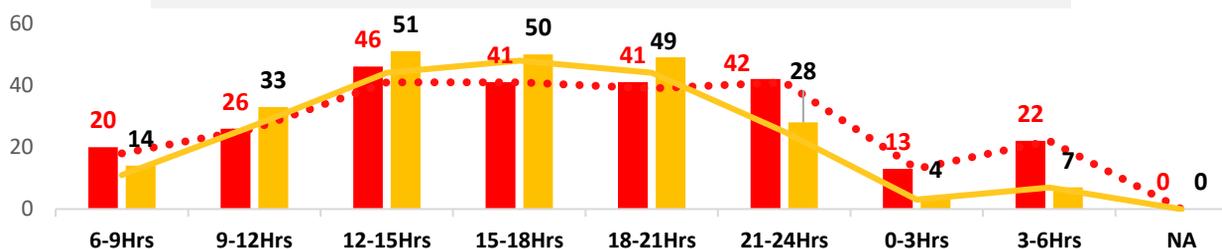
FATALITIES BY MODE



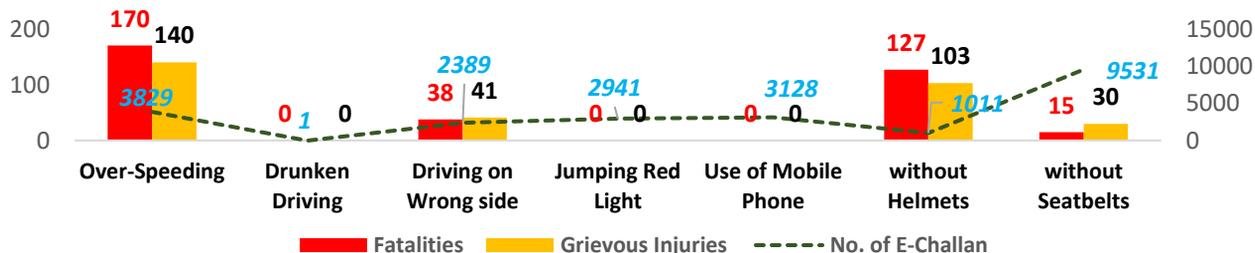
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 52% of fatalities resulted from head on and hit from back collisions.
- 90% of fatalities are of vulnerable road users.
- 50% of fatalities are of 28–45-year-old males.

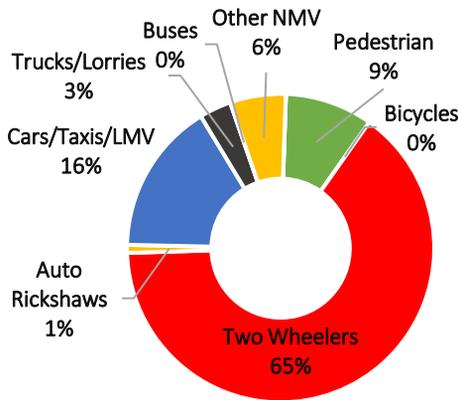
PARBHANI- 2020

Total Crashes: 264

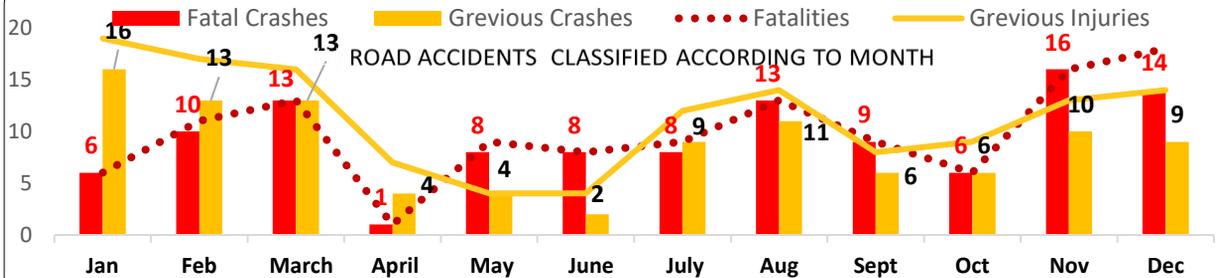
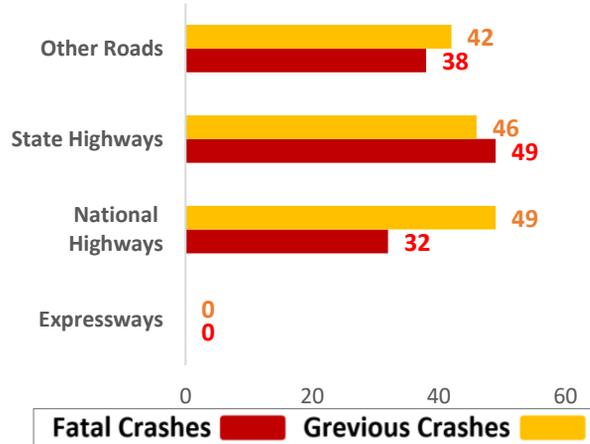
Fatal Crashes: 112

Fatalities: 119

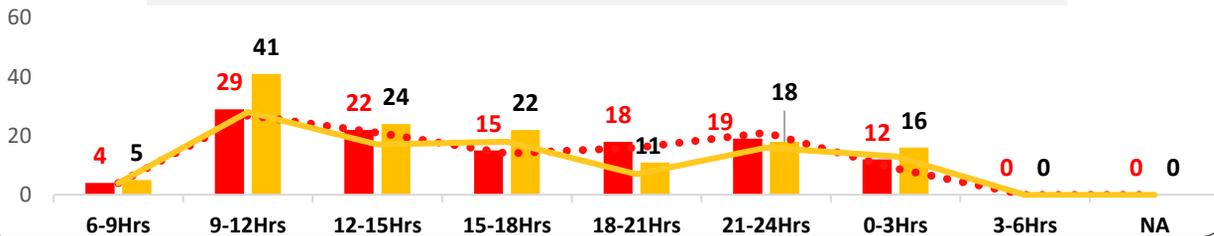
FATALITIES BY MODE



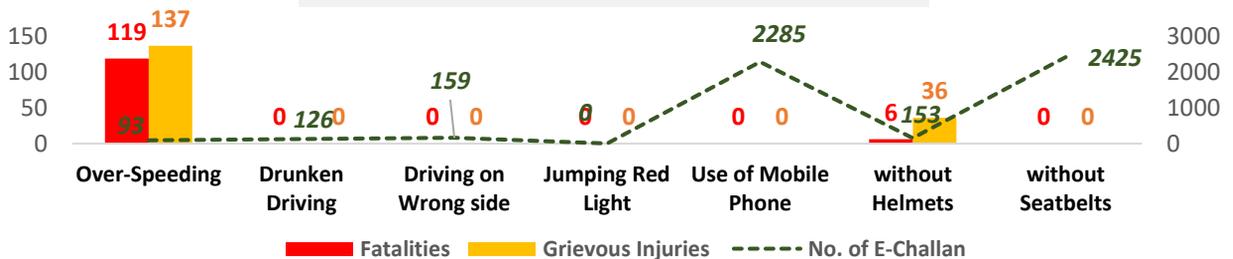
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 66% of fatalities resulted from head on and hit and run collisions.
- 74% of fatalities are of vulnerable road users.
- 49% of fatalities are of 25–45-year-old males.

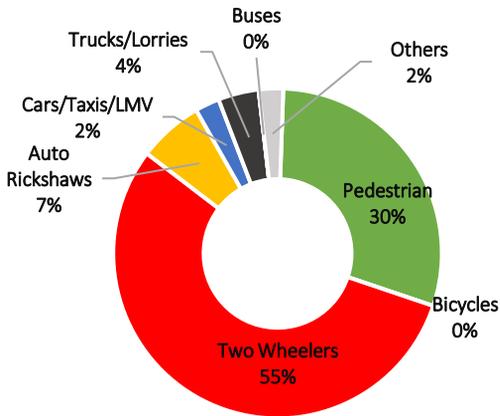
HINGOLI-2020

Total Crashes: 233

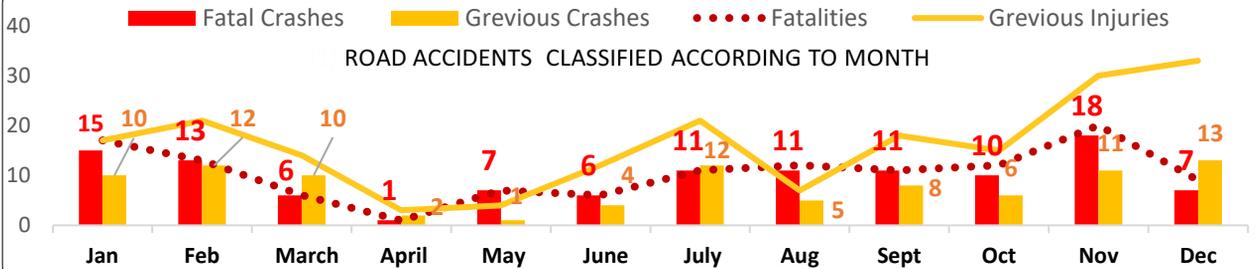
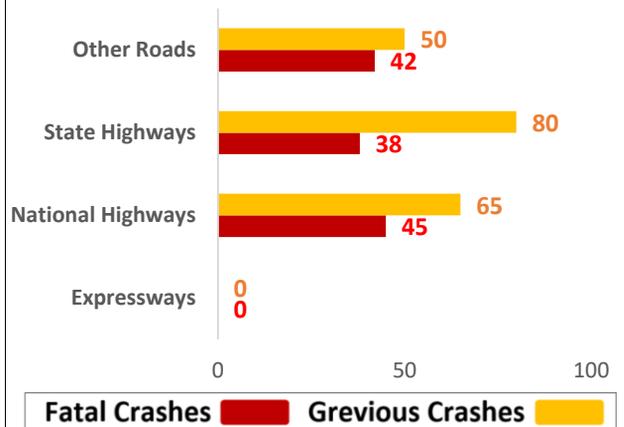
Fatal Crashes: 116

Fatalities: 125

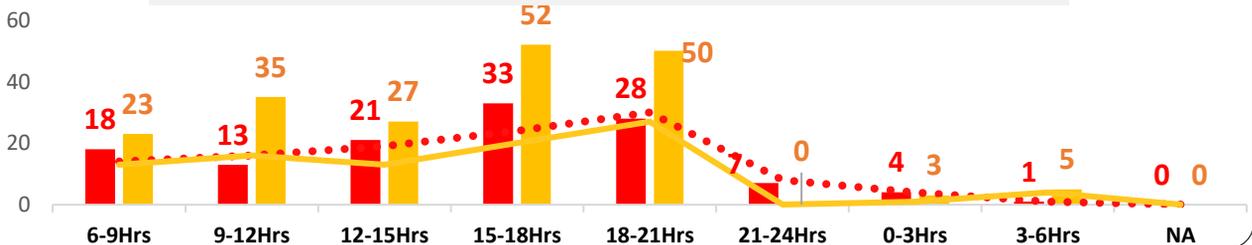
FATALITIES BY MODE



CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 86% of fatalities resulted from head on and hit from back collisions.
- 85% of fatalities are of vulnerable road users.
- 82% of fatalities are of 35–60-year-old males.

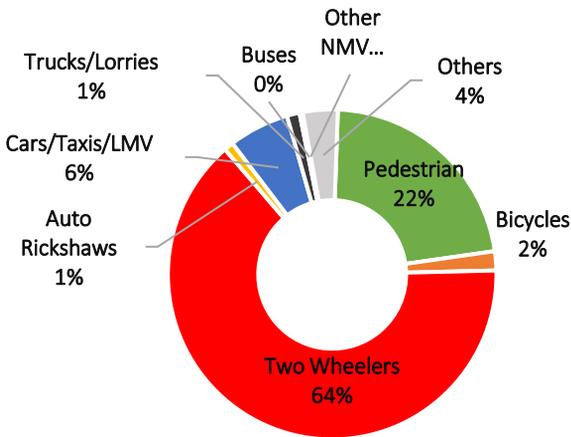
KOLHAPUR - 2020

Total Crashes: 753

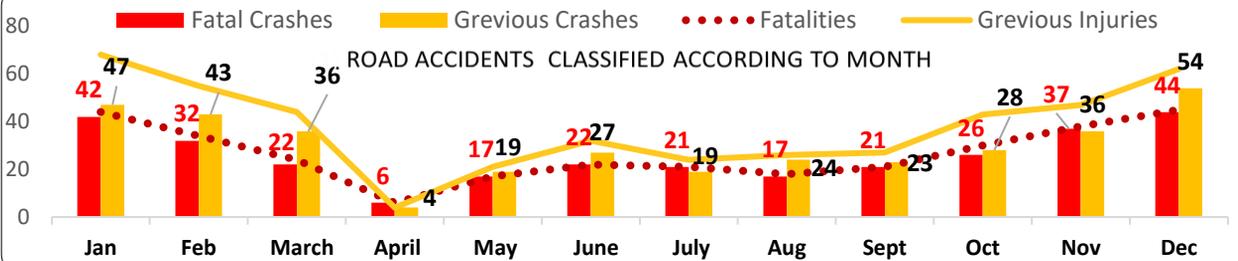
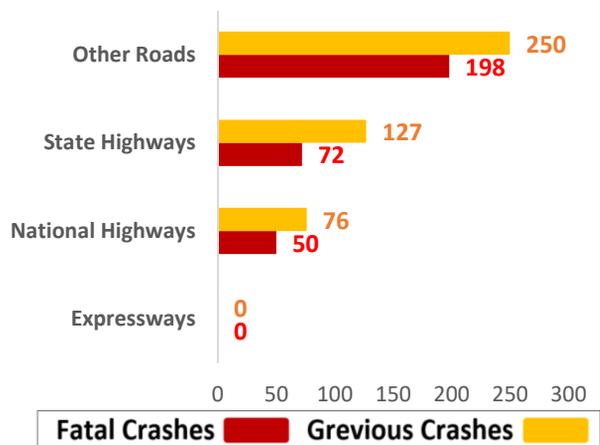
Fatal Crashes: 307

Fatalities: 320

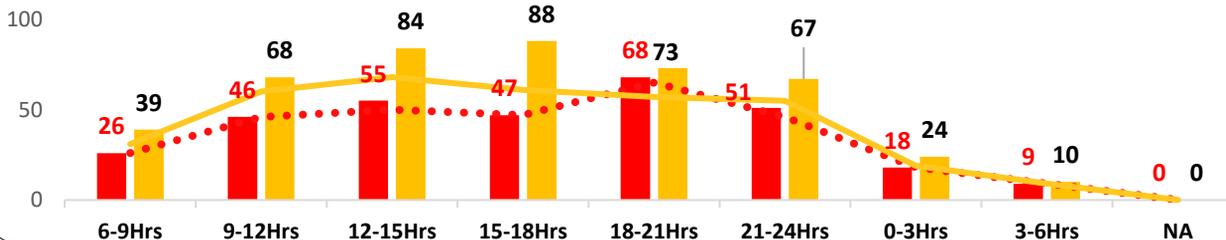
FATALITIES BY MODE



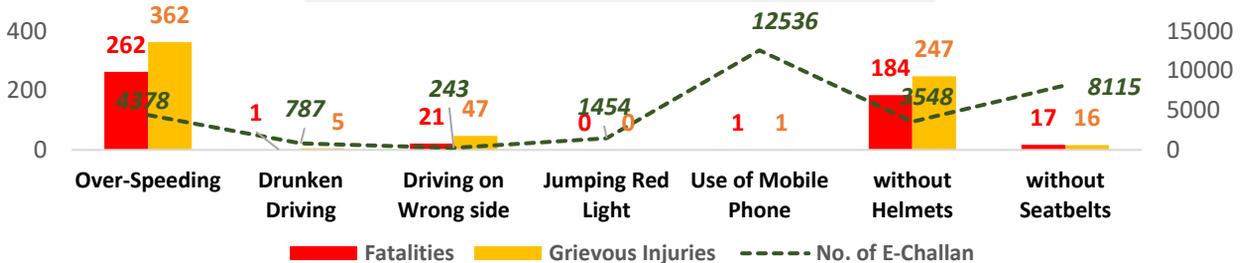
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 41% of fatalities resulted from hit from back on collisions.
- 88% of fatalities are of vulnerable road users.
- 54% of fatalities are of 35–60-year-old males.

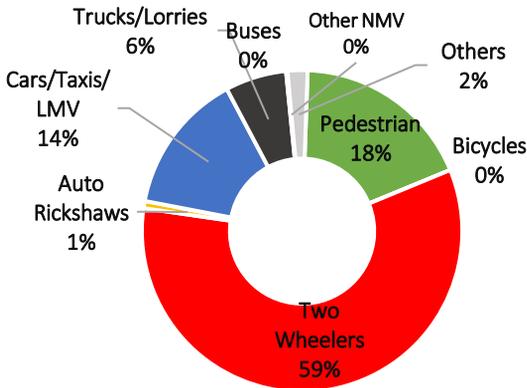
PUNE (R)-2020

Total Crashes: 1230

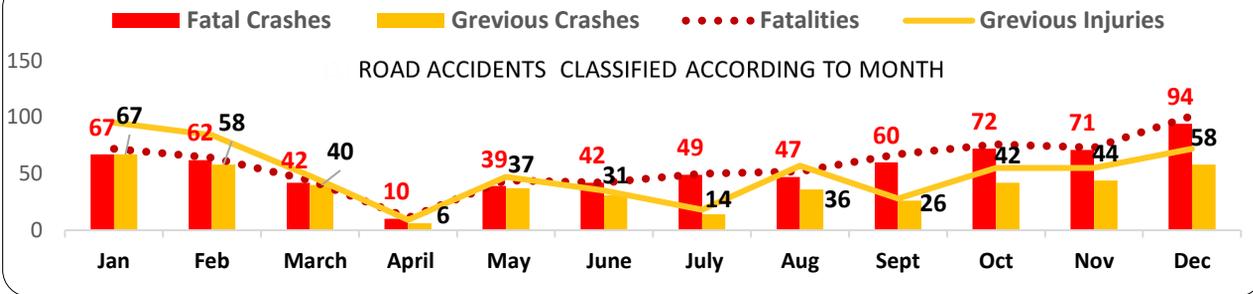
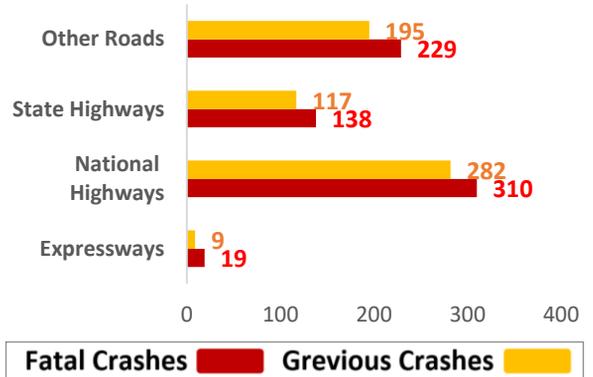
Fatal Crashes: 655

Fatalities: 696

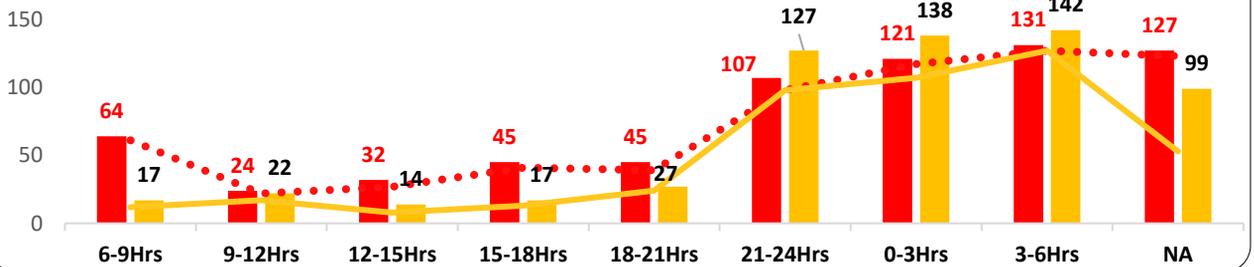
FATALITIES BY MODE



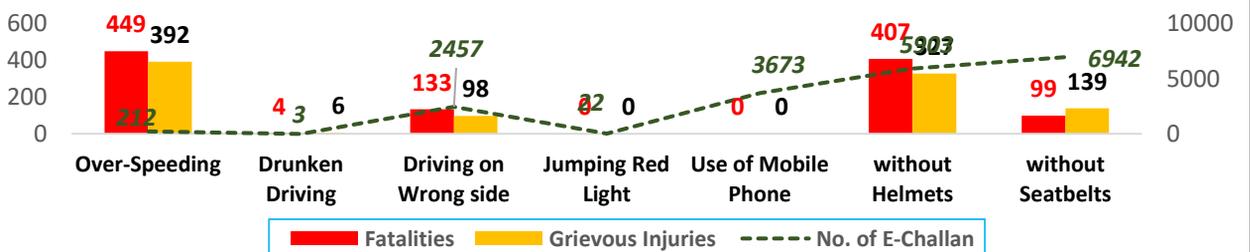
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 63% of fatalities resulted from hit and run and hit from side collisions.
- 38% of fatalities are of vulnerable road users.
- 67% of fatalities were of 25–45-year-old males.

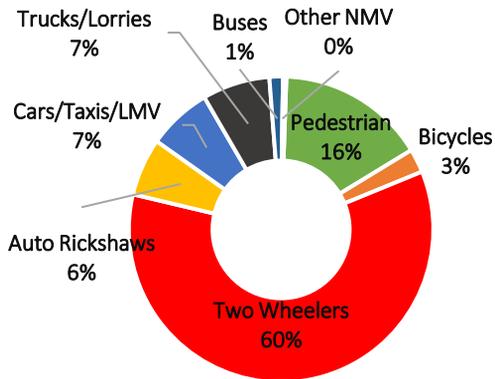
SANGLI- 2020

Total Crashes: 588

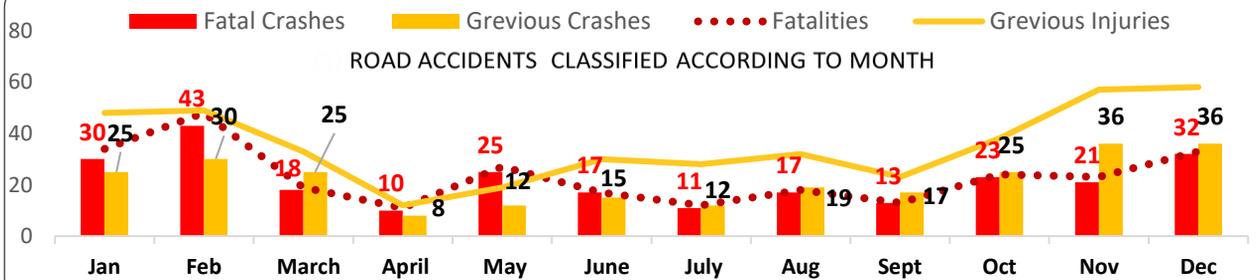
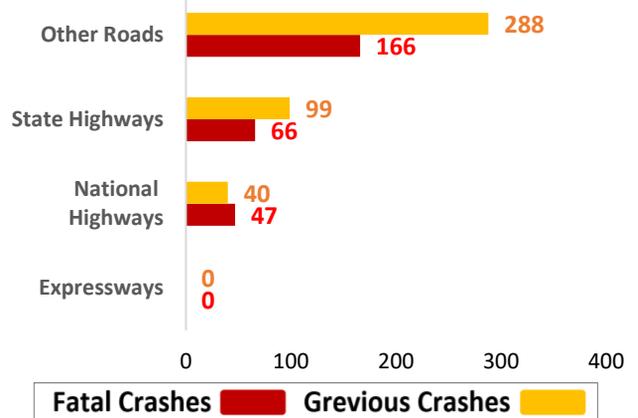
Fatal Crashes: 260

Fatalities: 279

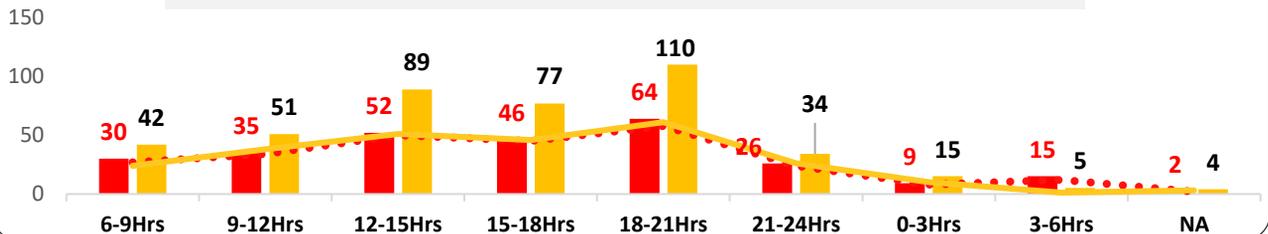
FATALITIES BY MODE



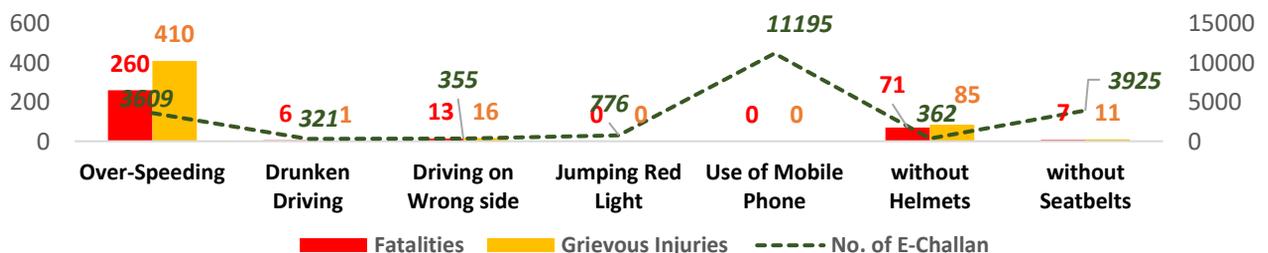
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 57% of fatalities resulted from hit from back and hit from side collisions.
- 78% of fatalities are of vulnerable road users.
- 57% of fatalities are of 25–45-year-old males.

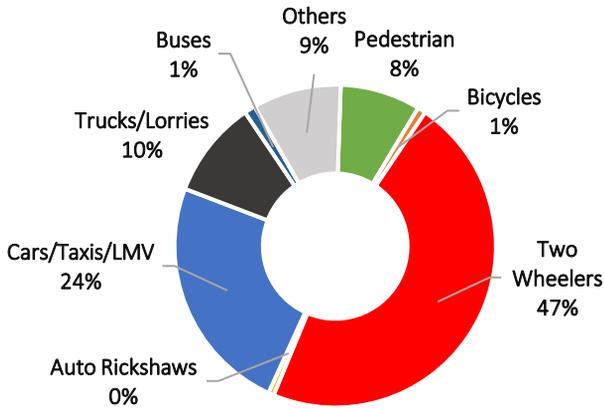
SATARA- 2020

Total Crashes: 656

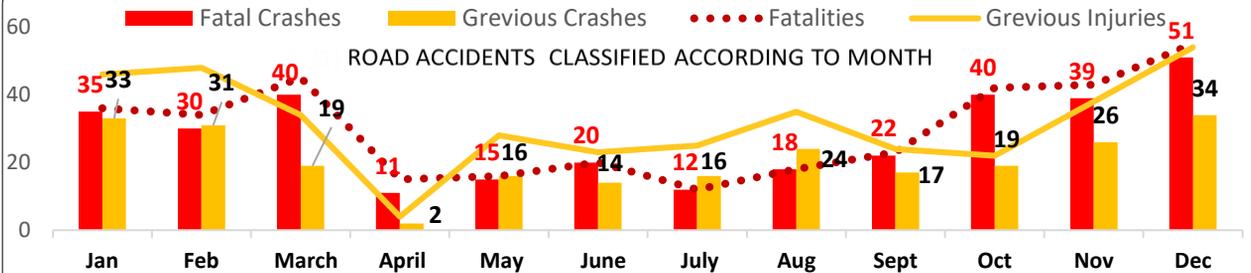
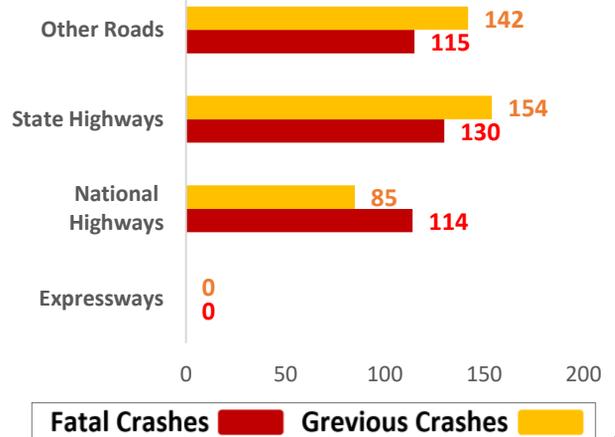
Fatal Crashes: 333

Fatalities: 359

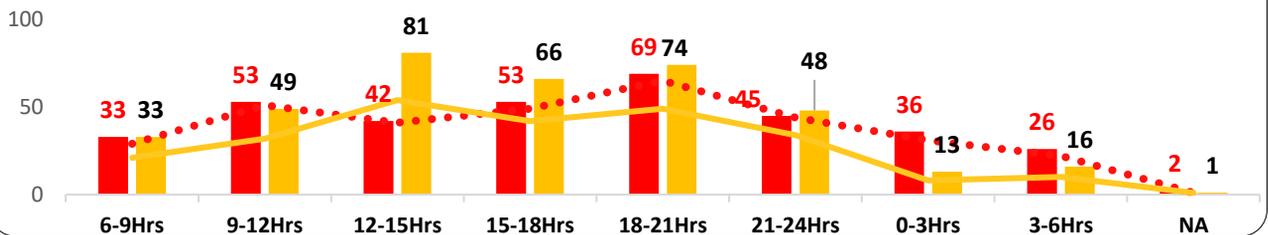
FATALITIES BY MODE



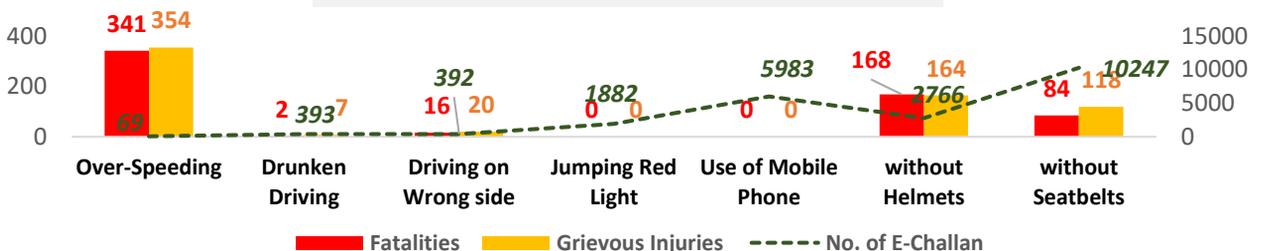
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 49% of fatalities resulted from hit and run and head on collisions.
- 56% of fatalities are of vulnerable road users.
- 48% of fatalities are of 25–45-year-old males.

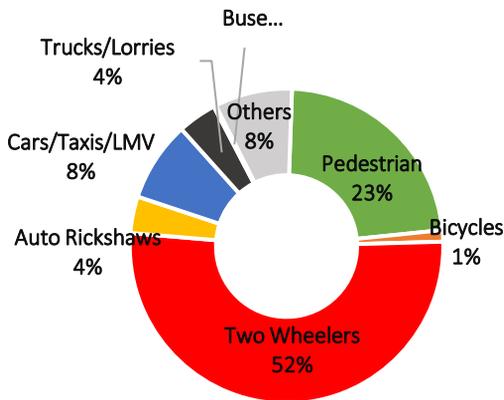
SOLAPUR (R)- 2020

Total Crashes: 813

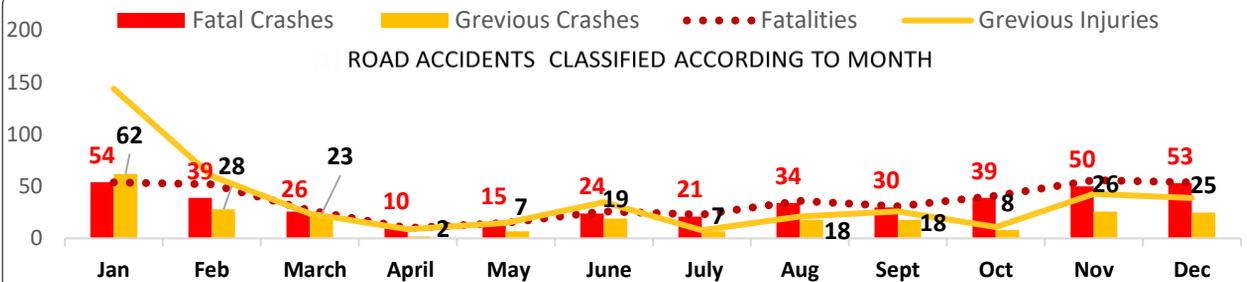
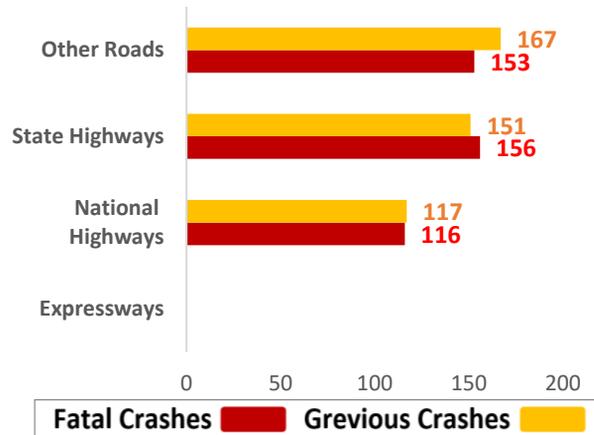
Fatal Crashes: 395

Fatalities: 425

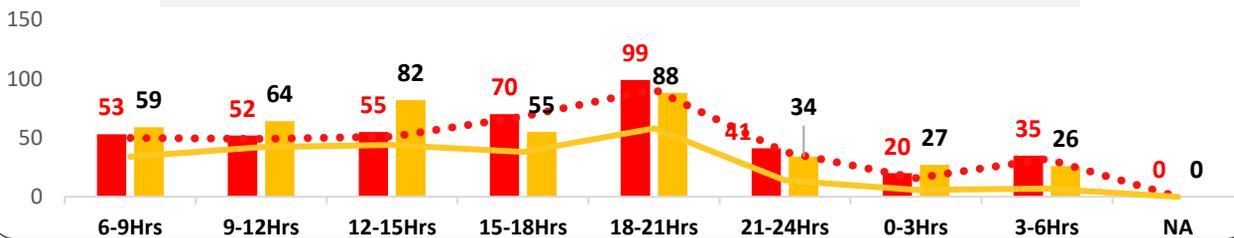
FATALITIES BY MODE



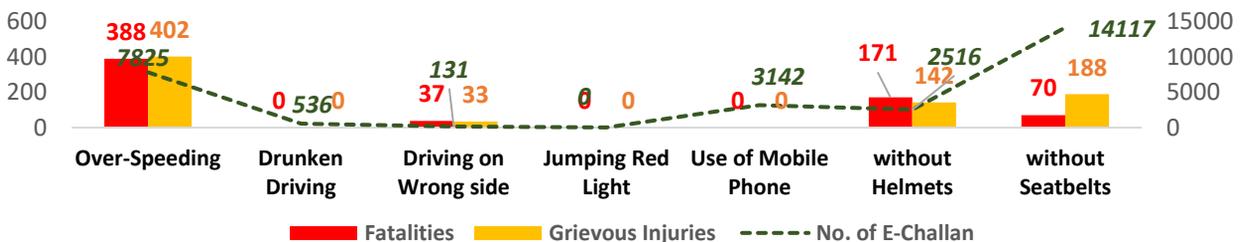
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 58% of fatalities resulted from hit and run collisions.
- 76% of fatalities are of vulnerable road users.
- 59% of fatalities are of 25–45-year-old males.

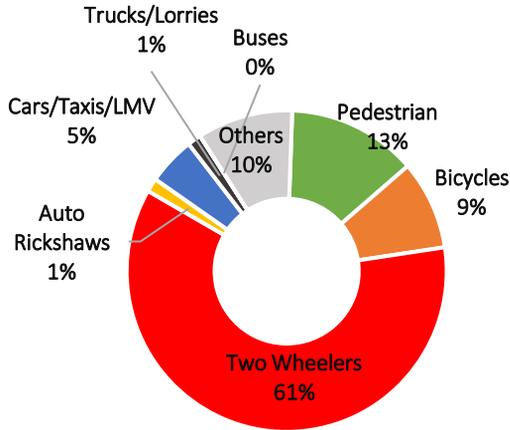
BHANDARA- 2020

Total Crashes: 308

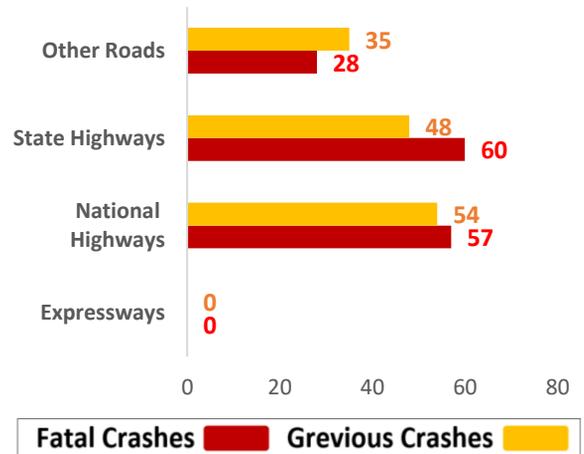
Fatal Crashes: 136

Fatalities: 145

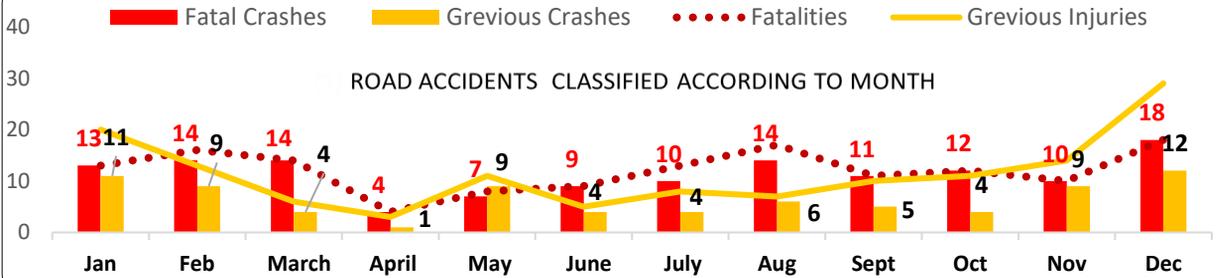
FATALITIES BY MODE



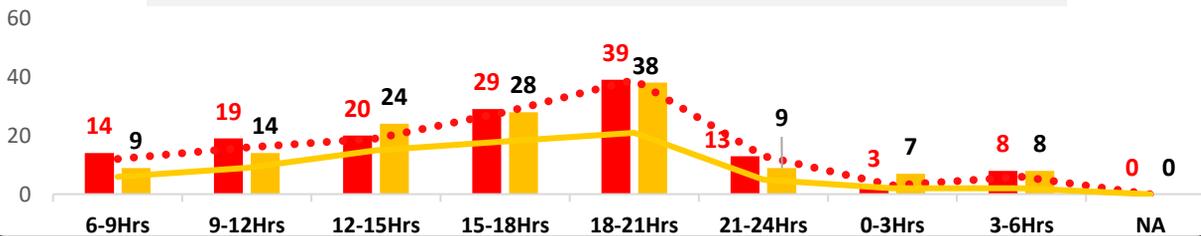
CLASSIFICATION OF ROADS



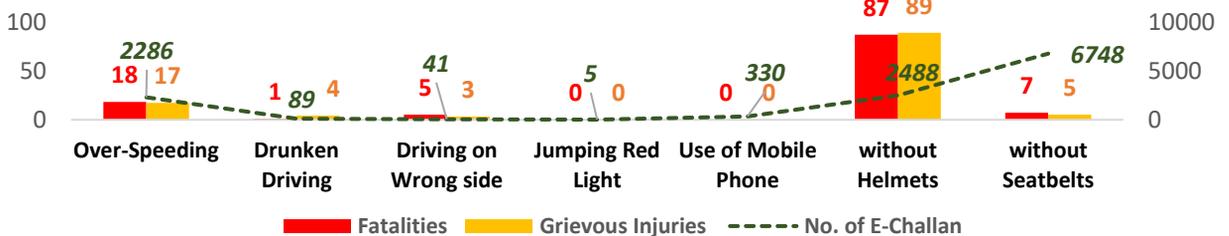
ROAD ACCIDENTS CLASSIFIED ACCORDING TO MONTH



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 61% of fatalities resulted from head on and hit from back collisions.
- 83% of fatalities are of vulnerable road users.
- 49% of fatalities are of 25–45-year-old males.

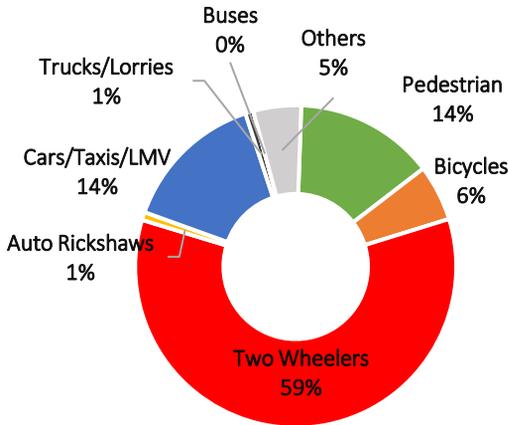
CHANDRAPUR- 2020

Total Crashes: 565

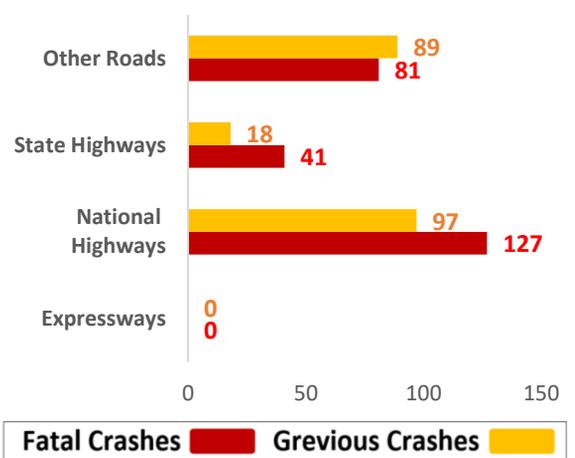
Fatal Crashes: 224

Fatalities: 249

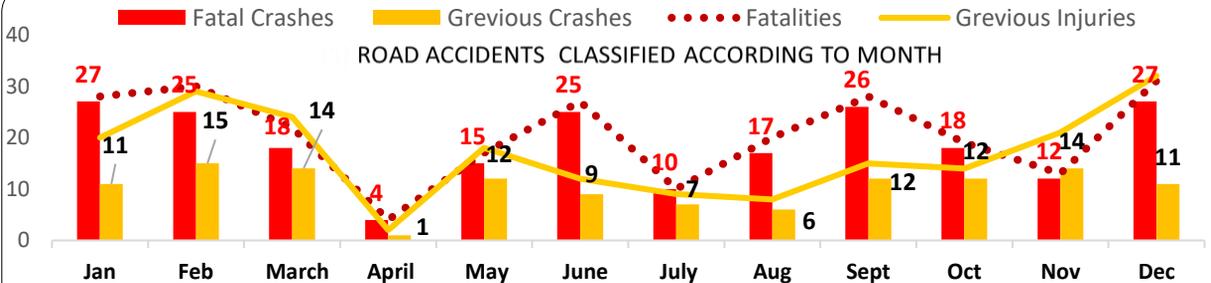
FATALITIES BY MODE



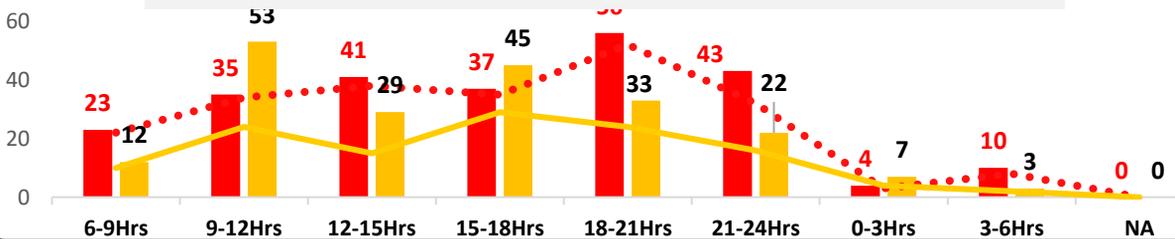
CLASSIFICATION OF ROADS



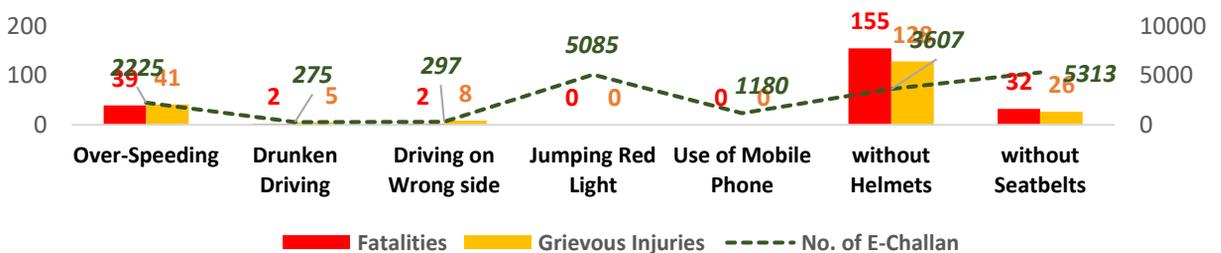
ROAD ACCIDENTS CLASSIFIED ACCORDING TO MONTH



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



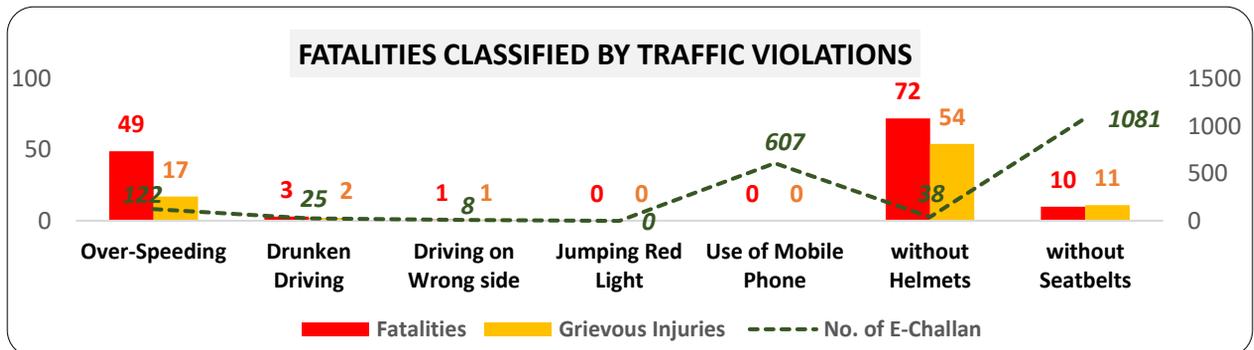
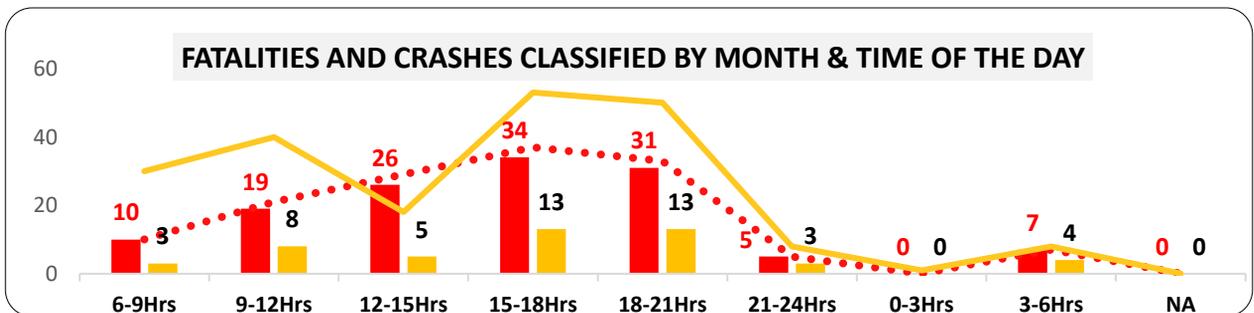
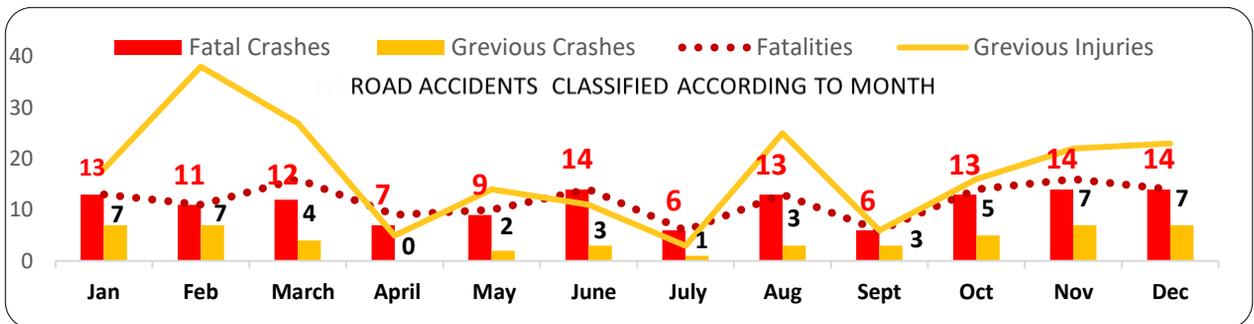
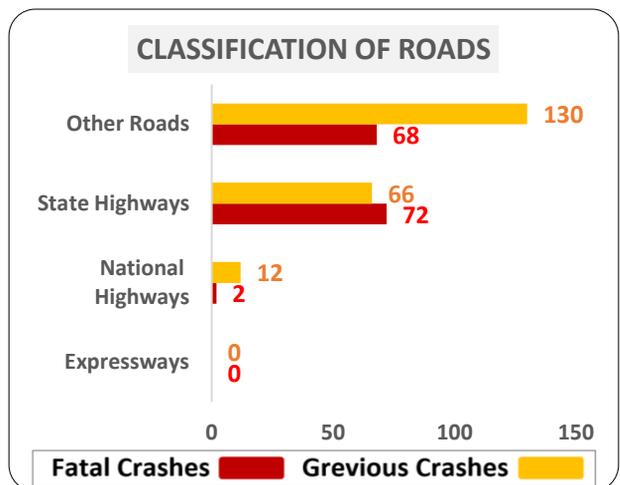
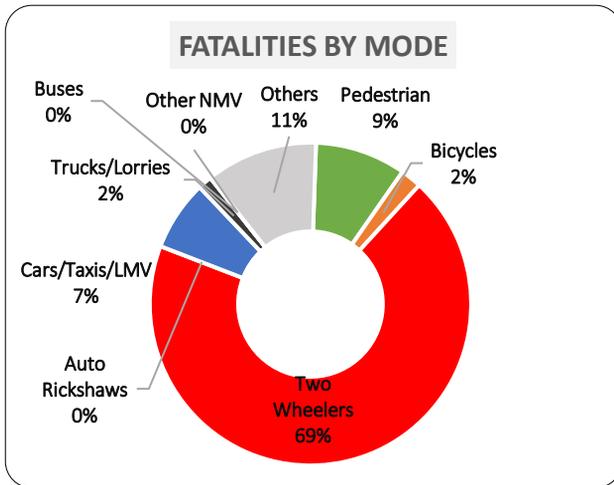
- 52% of fatalities resulted from head on collisions and hit and run cases.
- 79% of fatalities are of vulnerable road users.
- 45% fatalities are of 25–45-year-old males.

GADCHIROLI- 2020

Total Crashes: 231

Fatal Crashes: 132

Fatalities: 142



- 48% of fatalities resulted from head on collisions and vehicle overturns.
- 80% of fatalities are of vulnerable road users.
- 49% of fatalities are of 18–35-year-old males.
- Crashes involving two-wheeler caused 49% of fatalities.

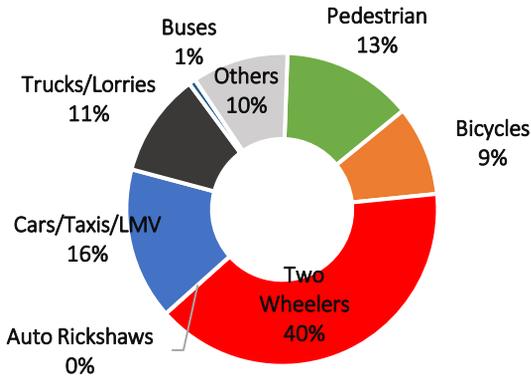
GONDIA- 2020

Total Crashes: 218

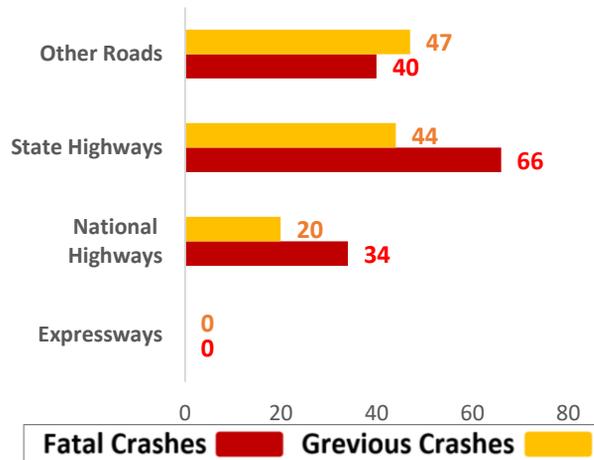
Fatal Crashes: 130

Fatalities: 140

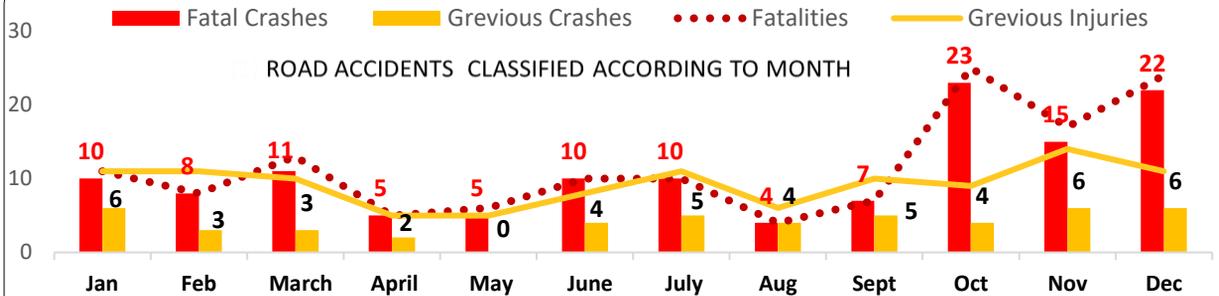
FATALITIES BY MODE



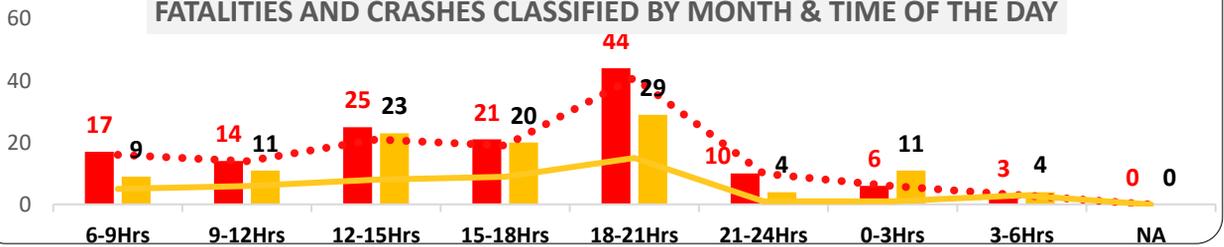
CLASSIFICATION OF ROADS



ROAD ACCIDENTS CLASSIFIED ACCORDING TO MONTH



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 47% of fatalities resulted from head on collisions and run off road cases.
- 63 % of fatalities are of vulnerable road users.
- 53% of fatalities are of 25–45-year-old males.

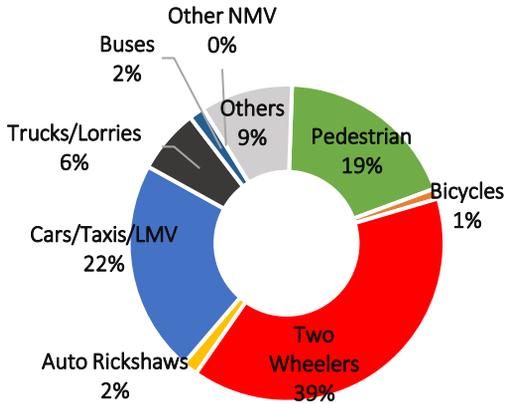
NAGPUR RURAL- 2020

Total Crashes: 774

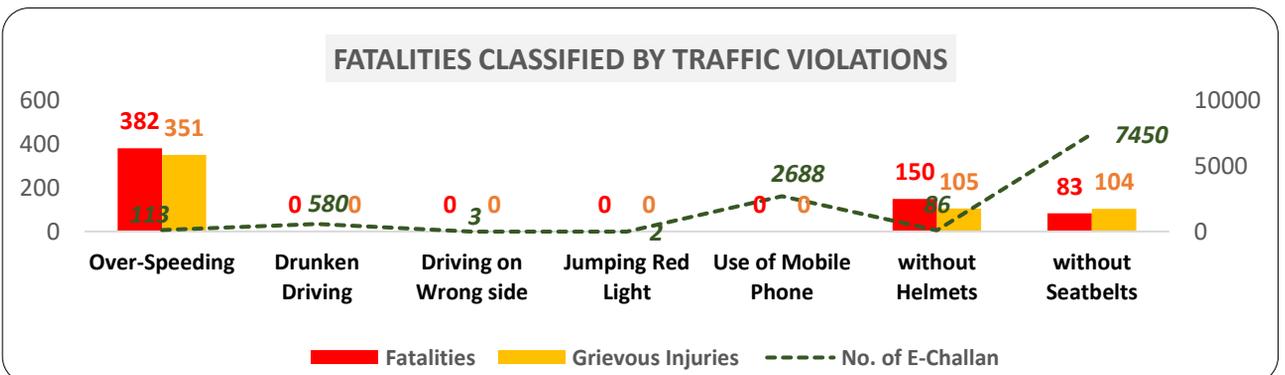
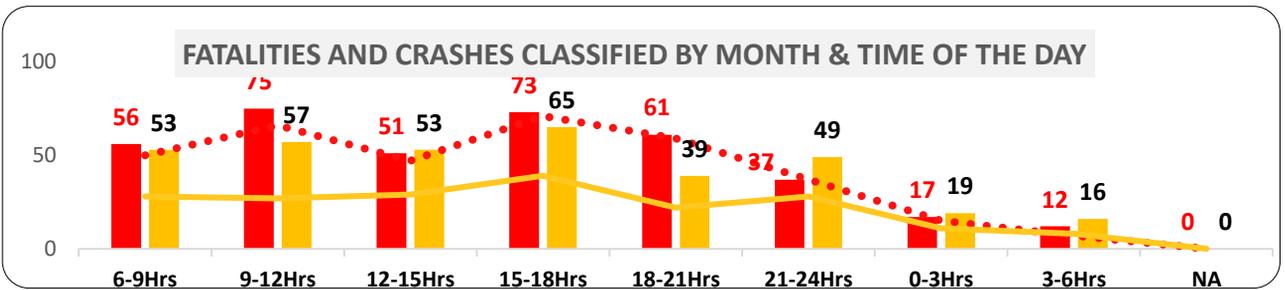
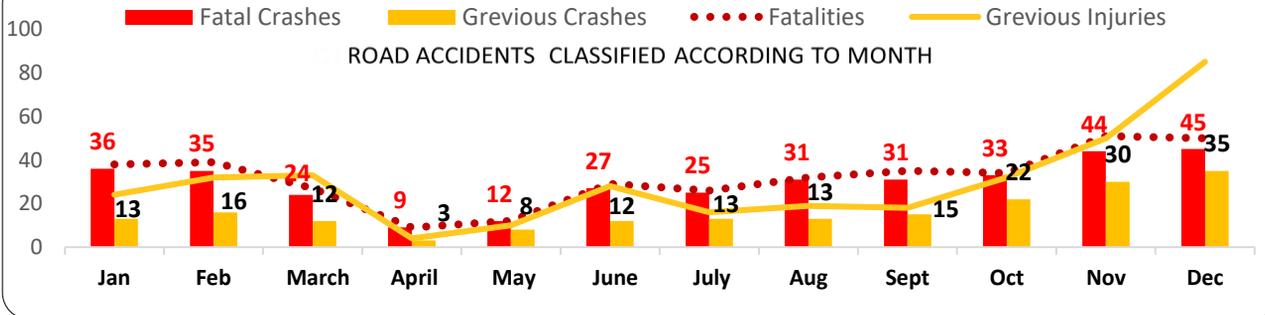
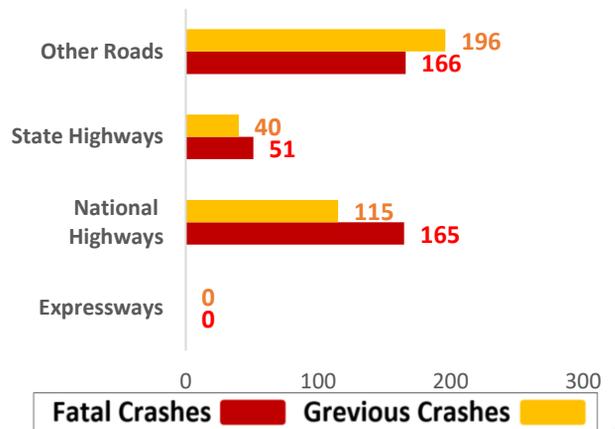
Fatal Crashes: 352

Fatalities: 382

FATALITIES BY MODE



CLASSIFICATION OF ROADS



- 70% of fatalities resulted from hit from back collisions.
- 59% of fatalities are of vulnerable road users.
- 63% of fatalities are of 25–45-year-old males.

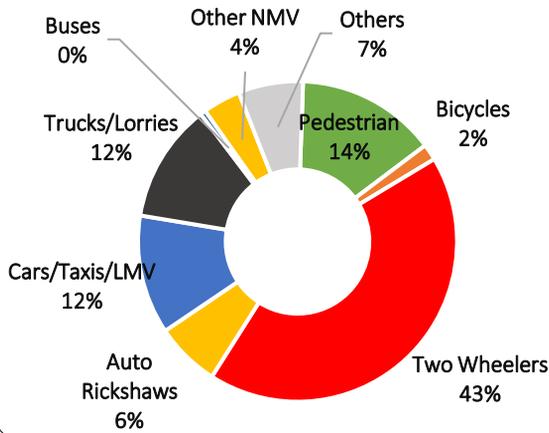
WARDHA- 2020

Total Crashes: 431

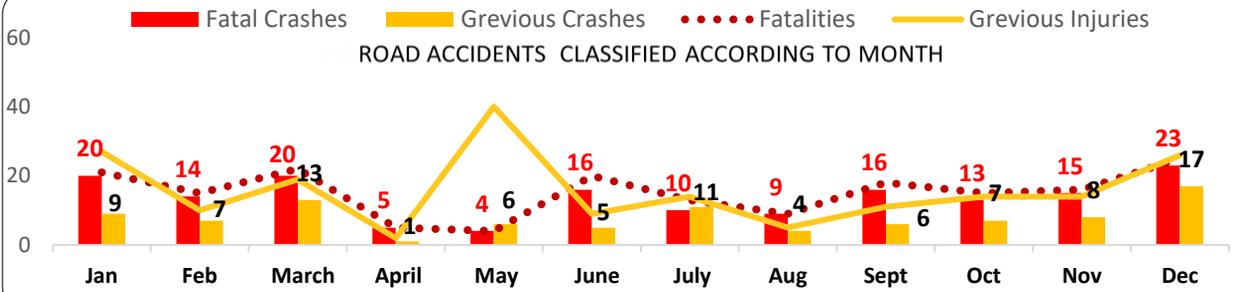
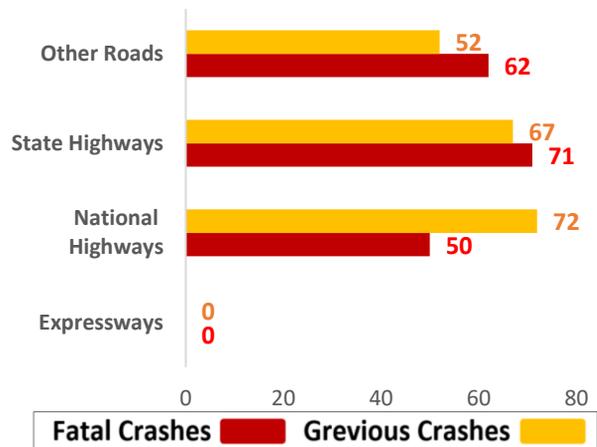
Fatal Crashes: 165

Fatalities: 183

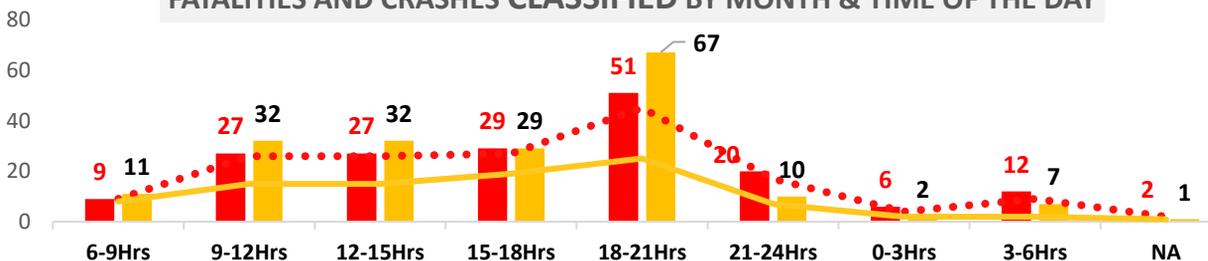
FATALITIES BY MODE



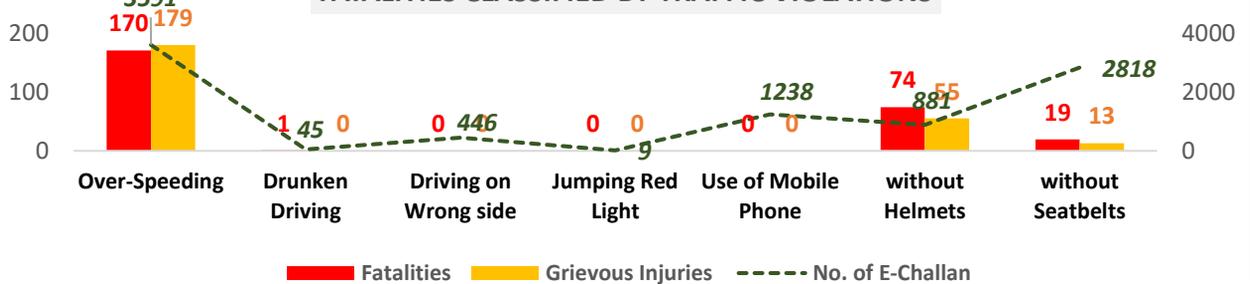
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 56% of fatalities resulted from hit and run collisions.
- 58% of fatalities are of vulnerable road users.
- 69% of fatalities are of 18–35-year-old males.

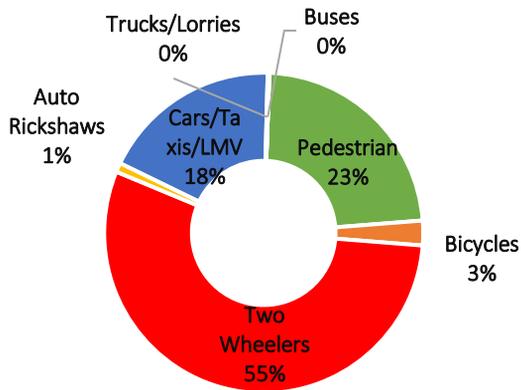
AHMEDNAGAR - 2020

Total Crashes: 1225

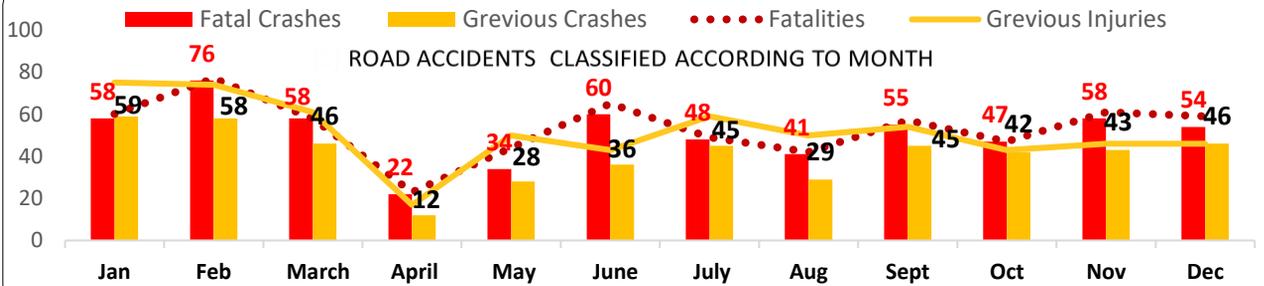
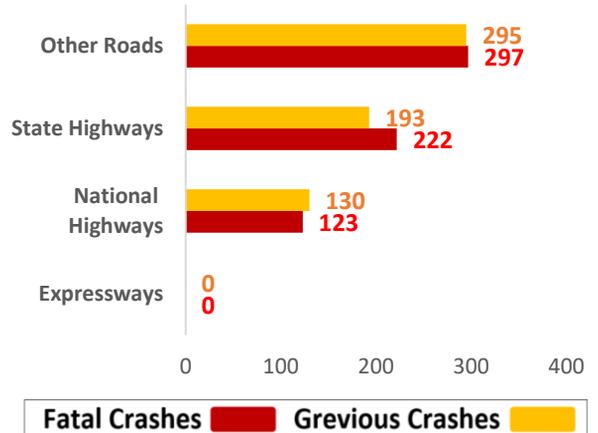
Fatal Crashes: 611

Fatalities: 642

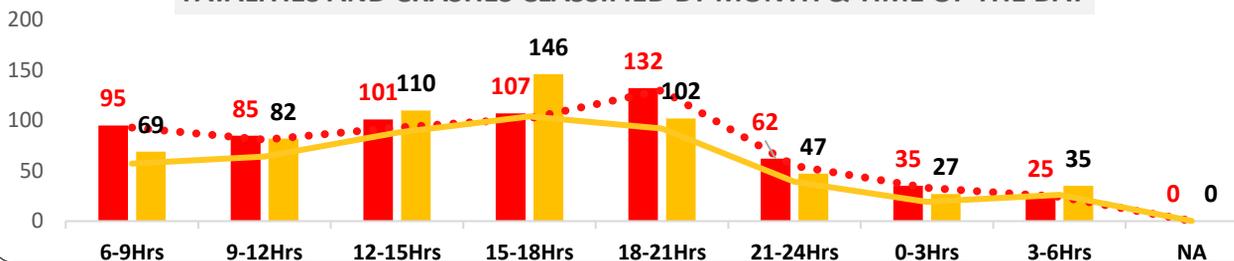
FATALITIES BY MODE



CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 53% of fatalities resulted from hit from back collisions.
- 81% of fatalities are of vulnerable road users.
- 55% of fatalities are of 25-45-year-old males.

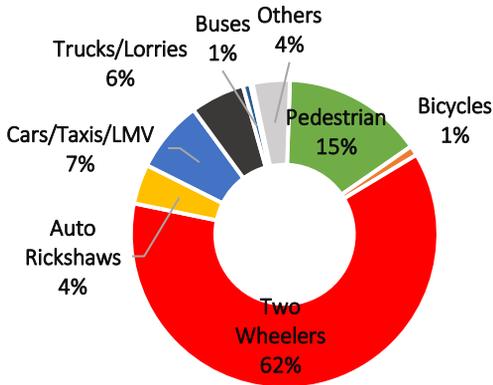
DHULE- 2020

Total Crashes: 626

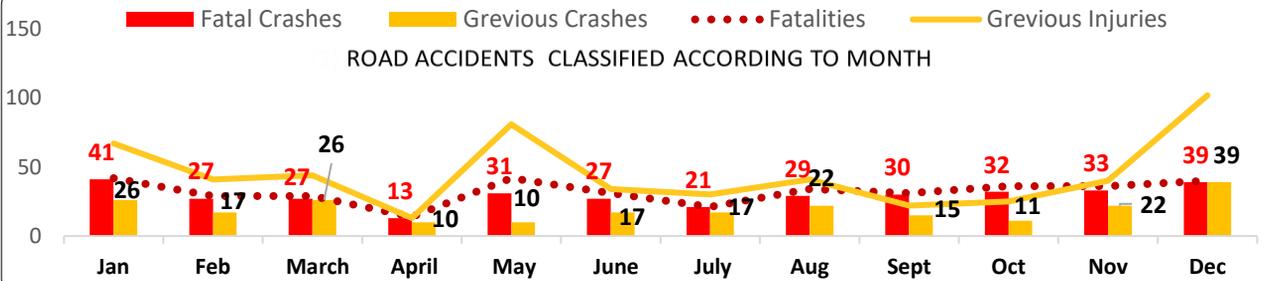
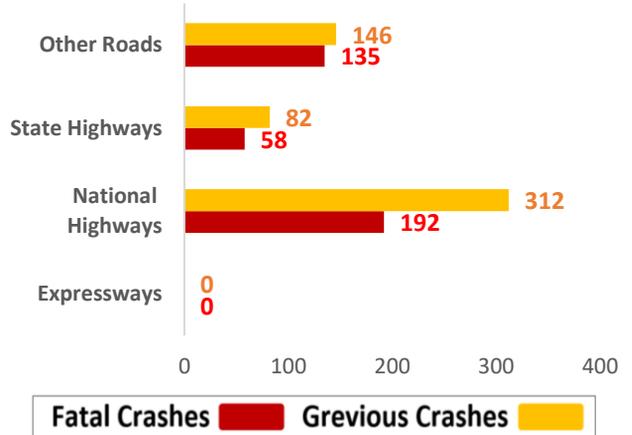
Fatal Crashes: 350

Fatalities: 385

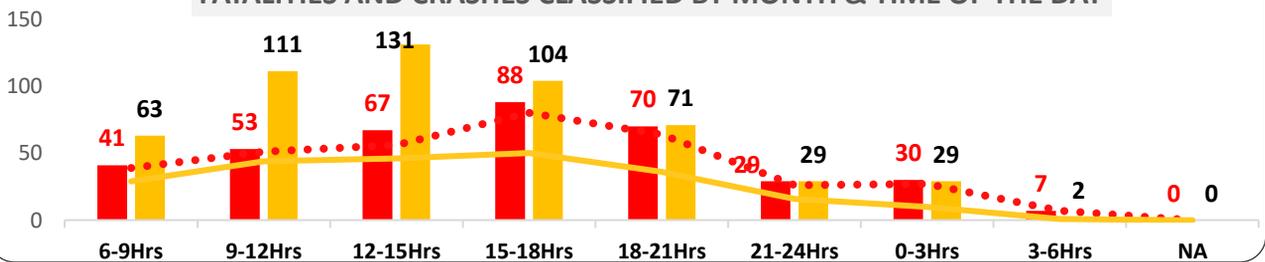
FATALITIES BY MODE



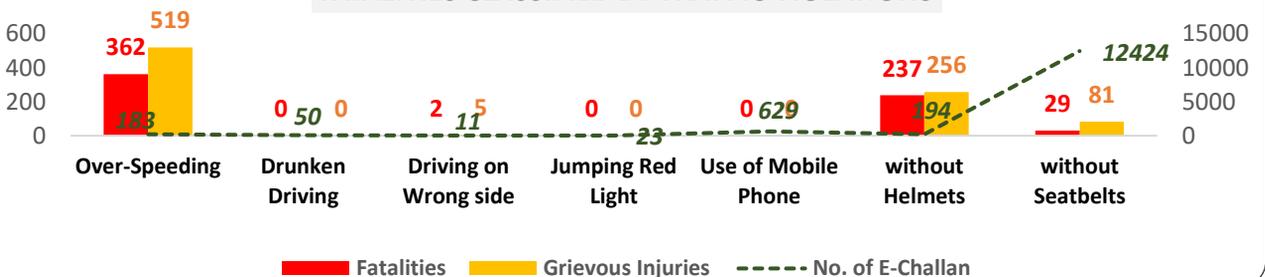
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 50% of fatalities resulted from head on collisions.
- 78% of fatalities are of vulnerable road users.
- 64% of fatalities are of 25–45-year-old males.

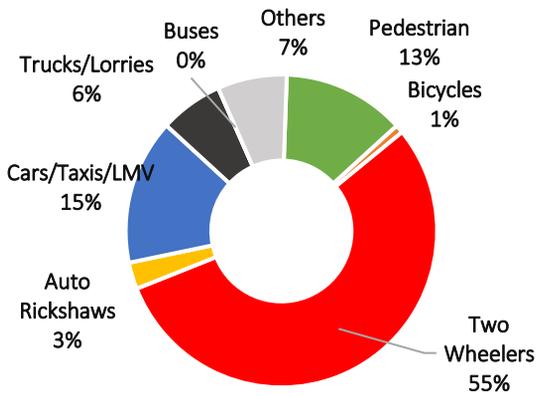
JALGAON- 2020

Total Crashes: 755

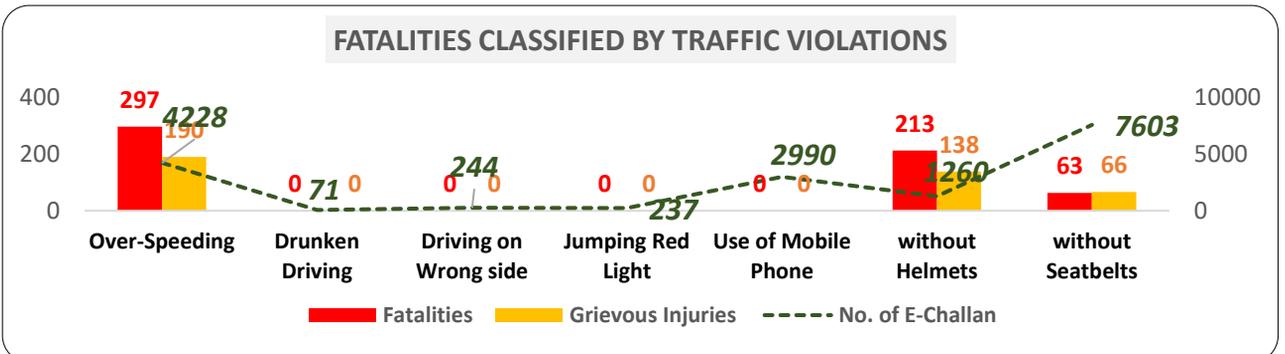
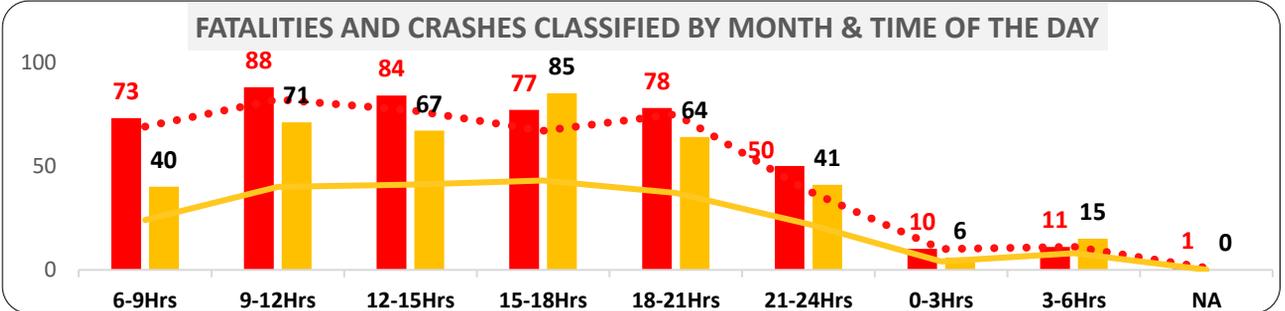
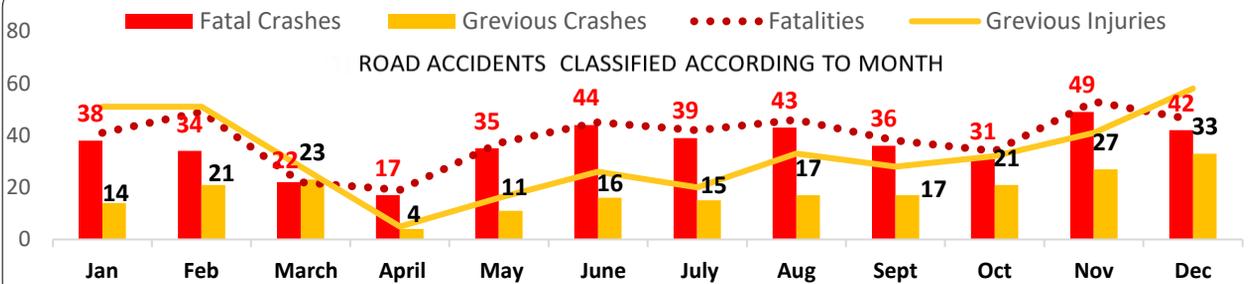
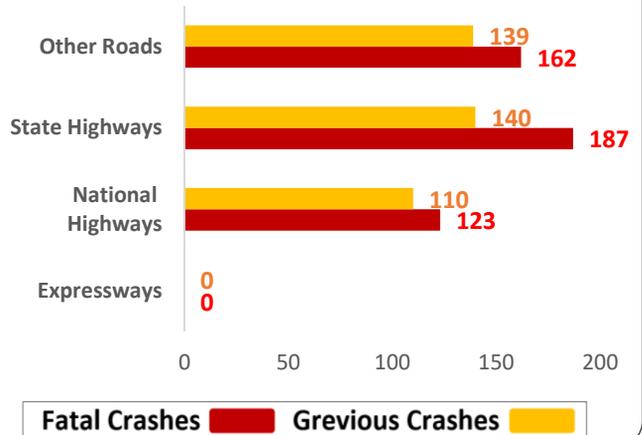
Fatal Crashes: 430

Fatalities: 472

FATALITIES BY MODE



CLASSIFICATION OF ROADS



- 77% of fatalities resulted from hit and run collisions.
- 68% of fatalities are of vulnerable road users.
- 53% of fatalities are of 18–35-year-old males.

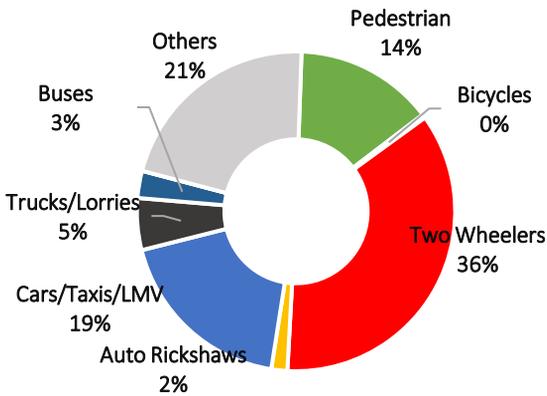
NASIK RURAL- 2020

Total Crashes: 1239

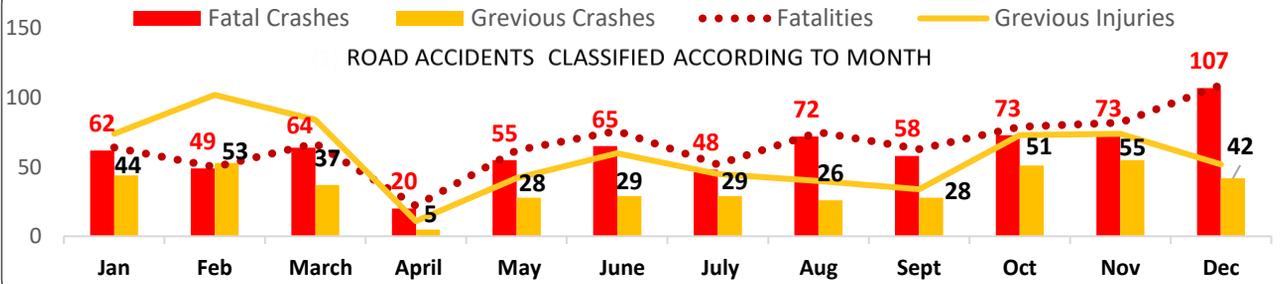
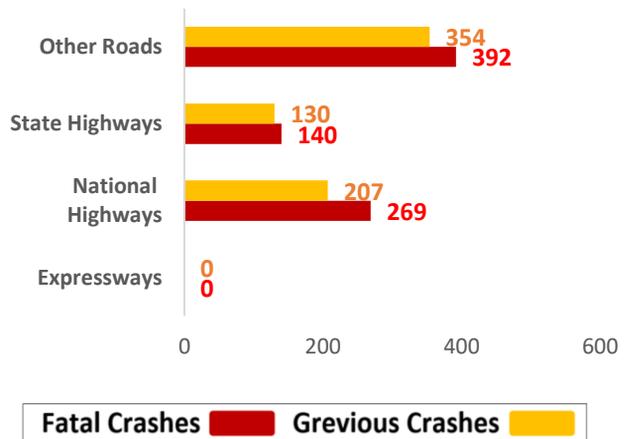
Fatal Crashes: 746

Fatalities: 801

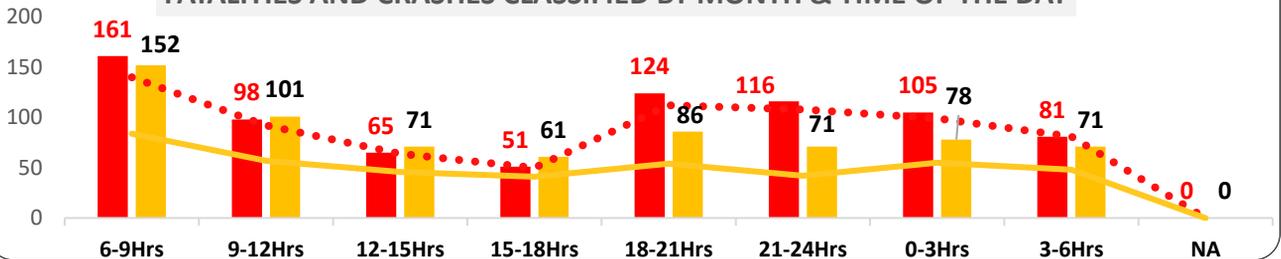
FATALITIES BY MODE



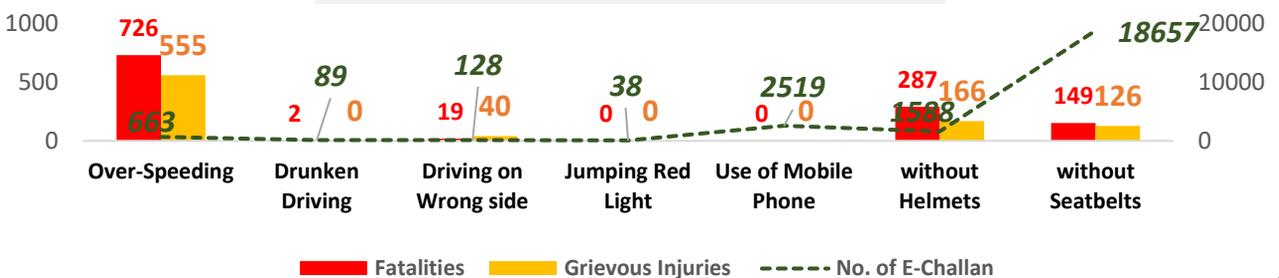
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 78% of fatalities resulted from hit from back and hit from side collisions.
- 50% of fatalities are of vulnerable road users.
- 45% of fatalities are of 28–45-year-old males.

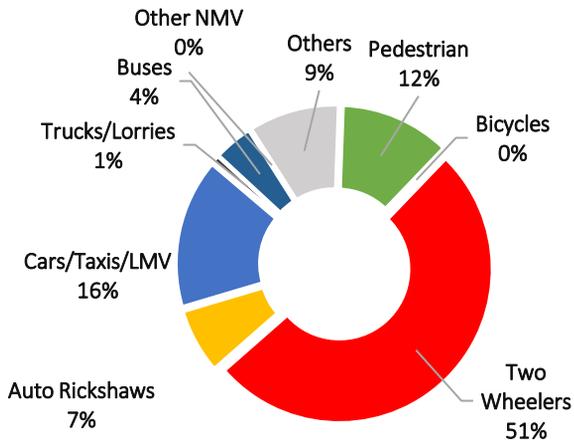
NANDURBAR- 2020

Total Crashes: 216

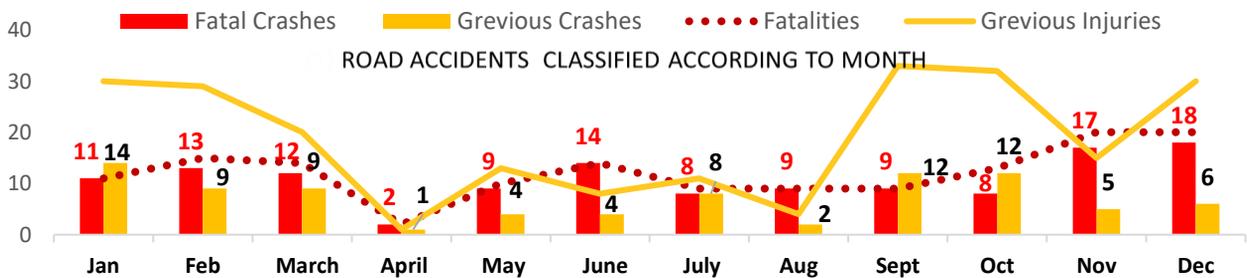
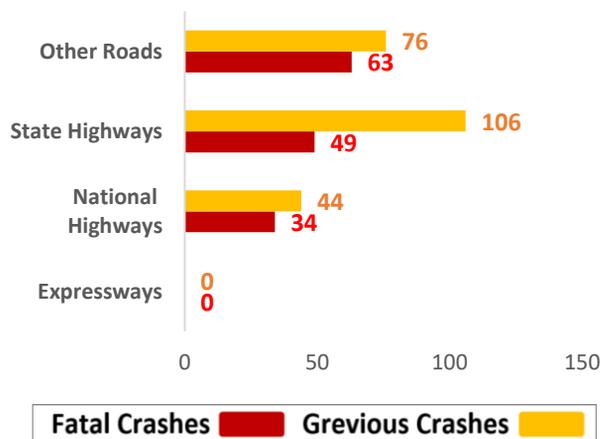
Fatal Crashes: 130

Fatalities: 146

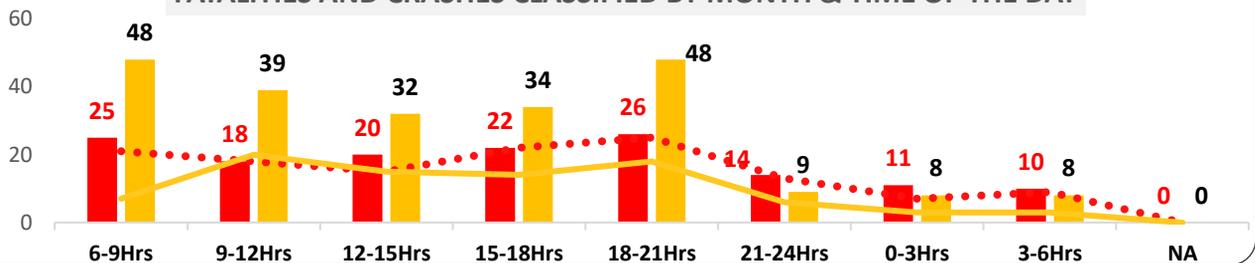
FATALITIES BY MODE



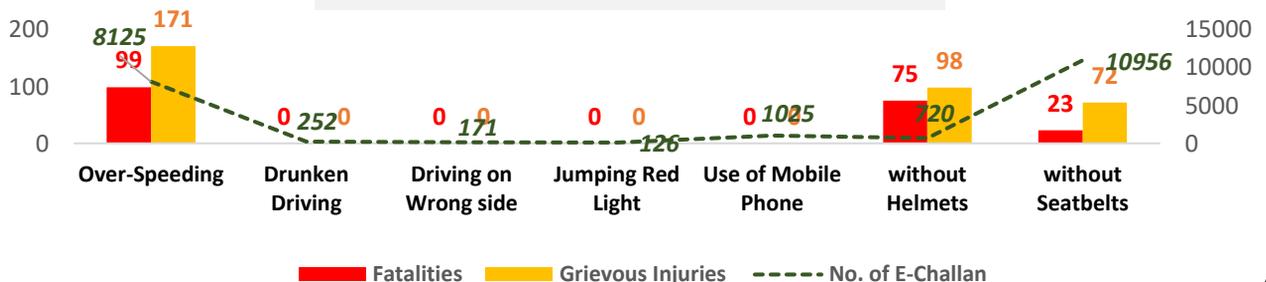
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 51% of fatalities resulted from hit from back and run off road collisions.
- 63% of fatalities are of vulnerable road users.
- Crashes have resulted in fatalities of 18–35-year-old males.

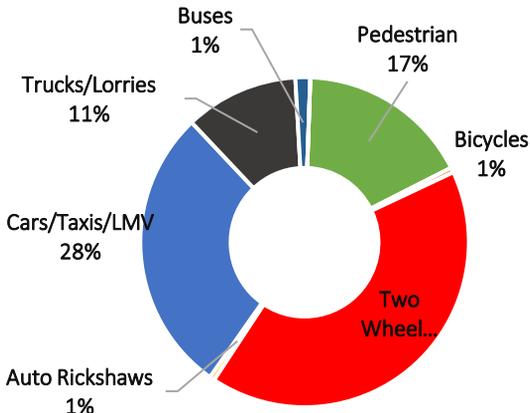
RAIGAD- 2020

Total Crashes: 596

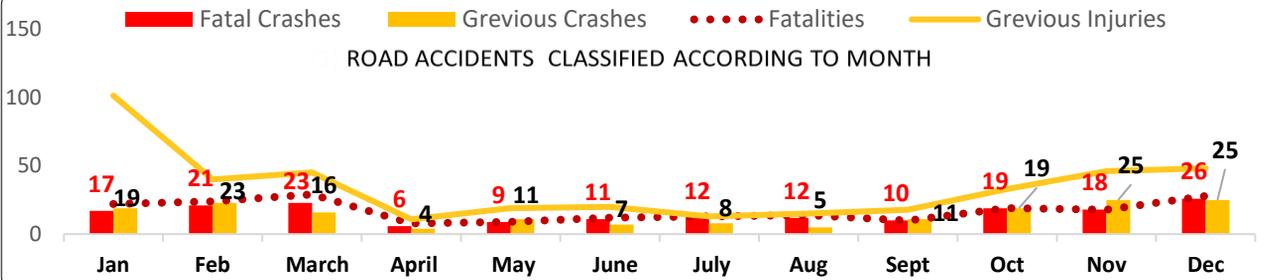
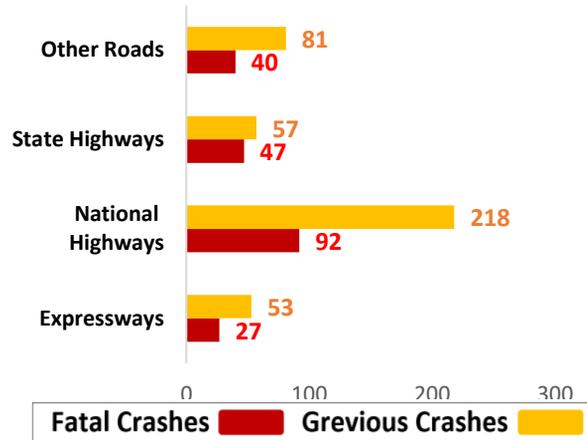
Fatal Crashes: 184

Fatalities: 206

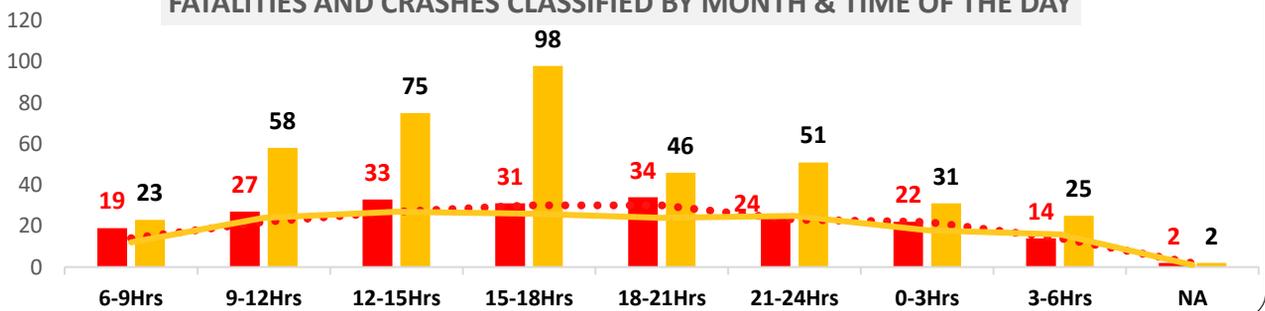
FATALITIES BY MODE



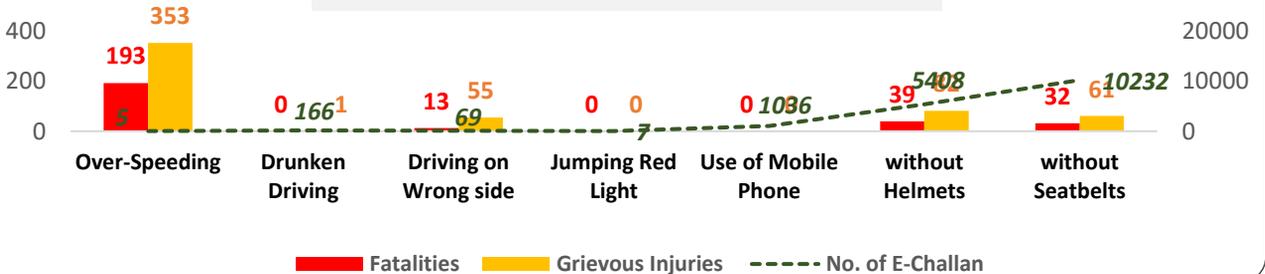
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



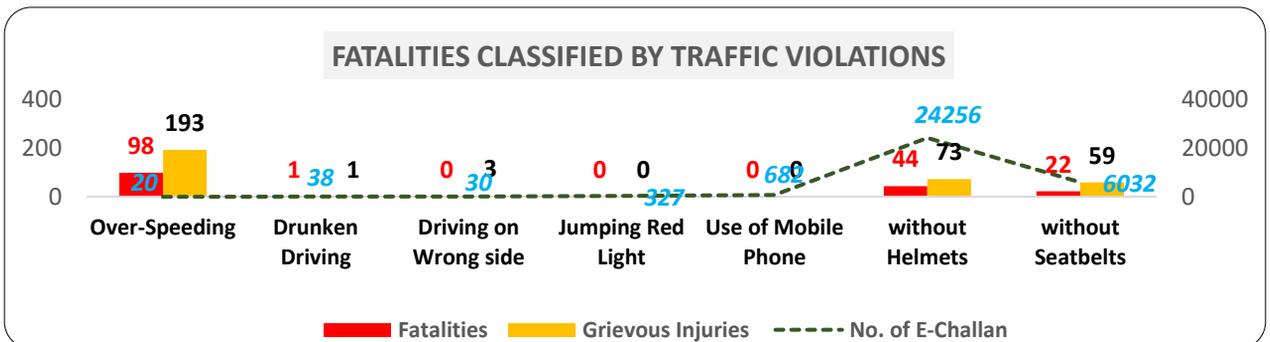
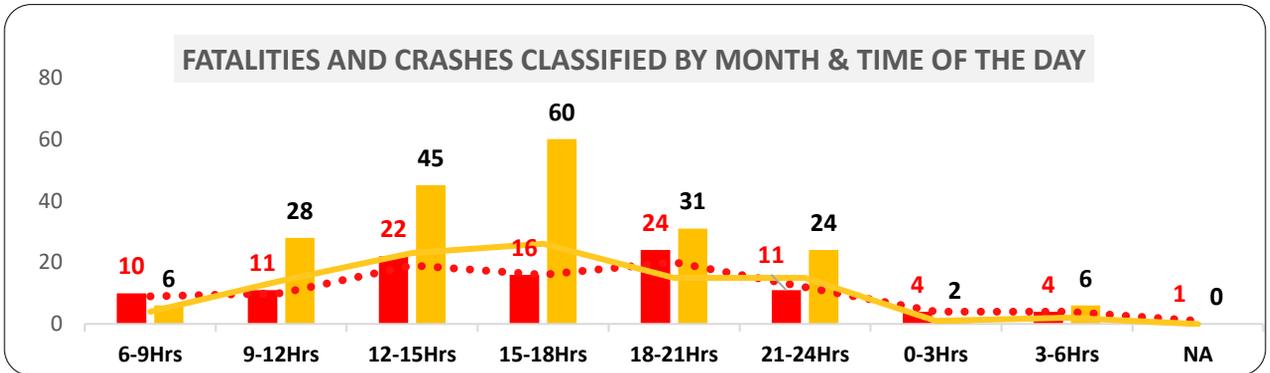
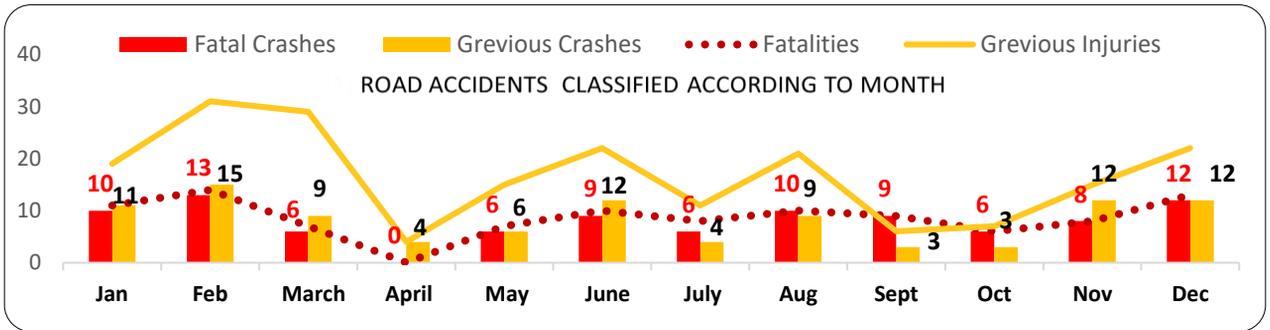
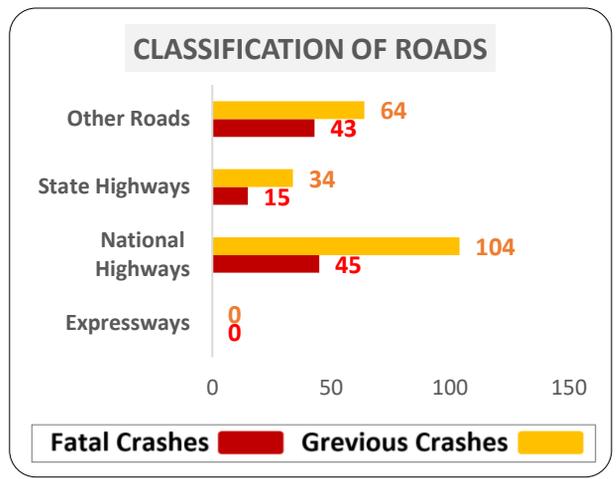
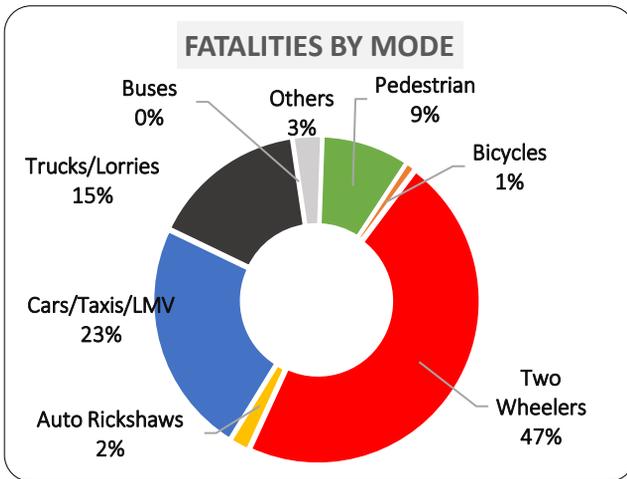
- 74% of fatalities resulted from head on and hit from back collisions.
- 59% of fatalities are of vulnerable road users.
- 63% of fatalities are of 35-60-year-old males.

RATNAGIRI-2020

Total Crashes: 303

Fatal Crashes: 95

Fatalities: 103



-39% of fatalities resulted from hit and run collisions.

- 56% of fatalities are of vulnerable road users.
- 35% of fatalities are of 25–35-year-old males.

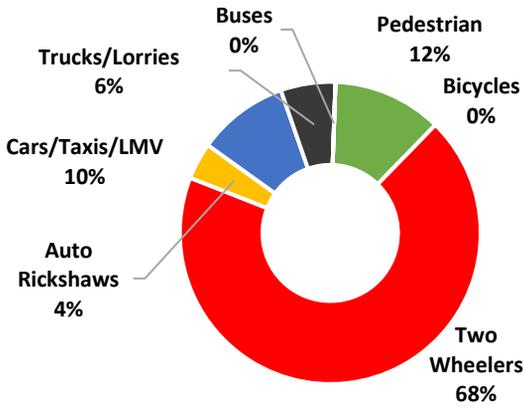
SINDHUDURG- 2020

Total Crashes: 147

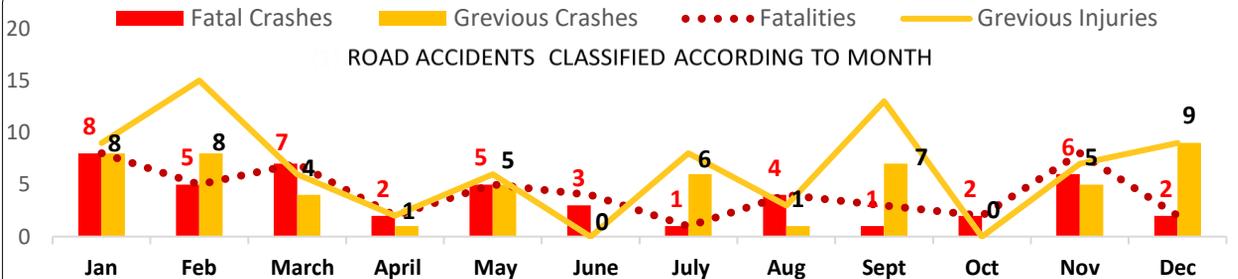
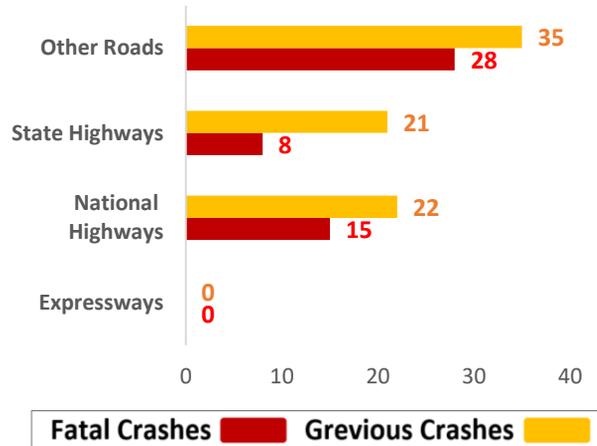
Fatal Crashes: 46

Fatalities: 51

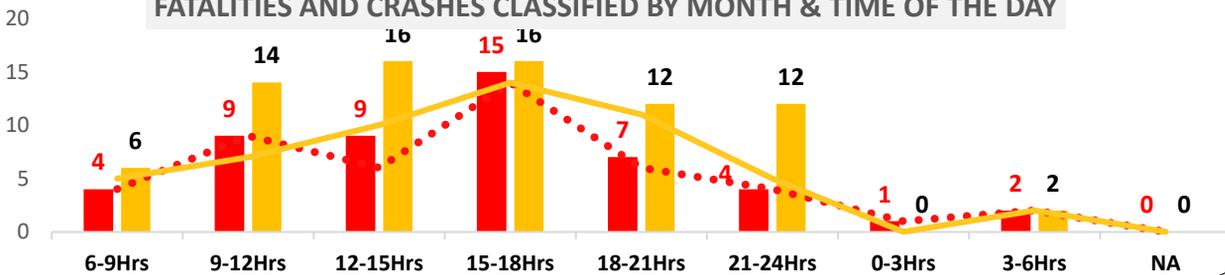
FATALITIES BY MODE



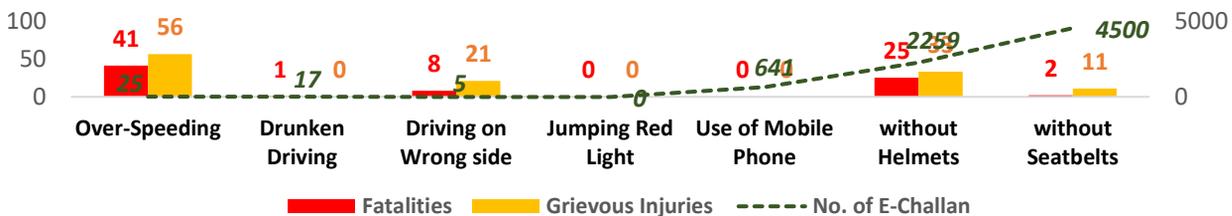
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 31% of fatalities resulted from run off road collisions .
- 80% of fatalities are of vulnerable road users.
- 31% of fatalities are of 25–35-year-old males.

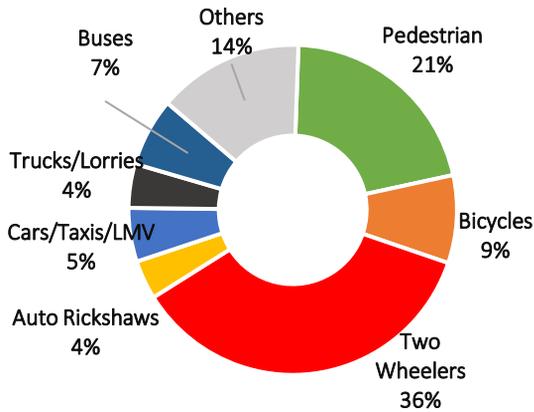
THANE RURAL- 2020

Total Crashes: 417

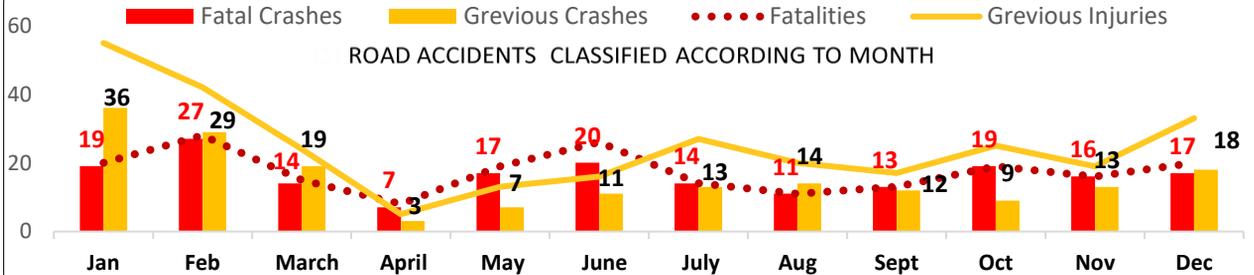
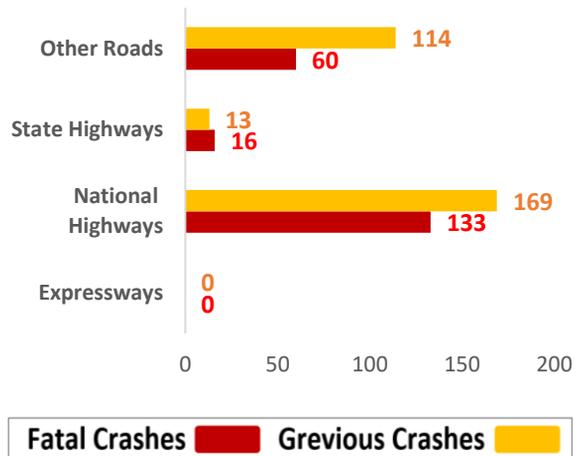
Fatal Crashes: 194

Fatalities: 209

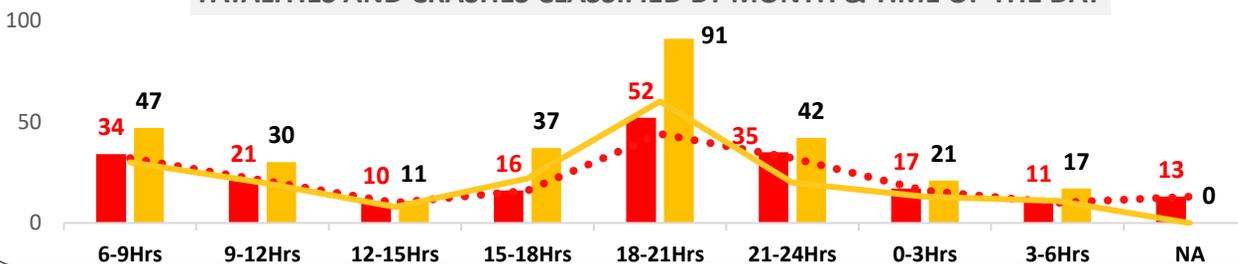
FATALITIES BY MODE



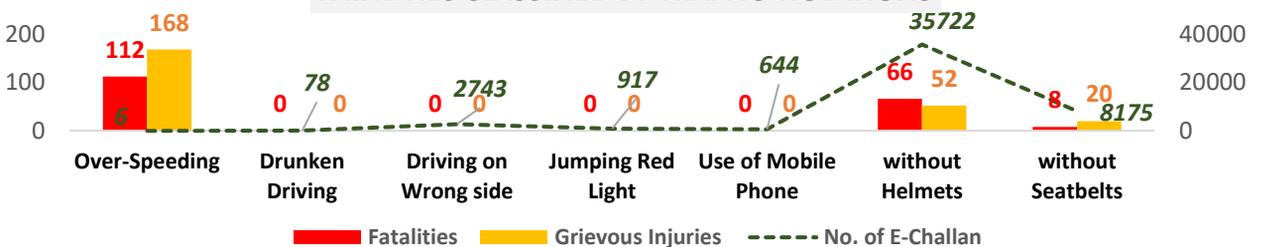
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 37% of fatalities resulted from hit and run and hit from back .
- 66% of fatalities are of vulnerable road users.
- 49% of fatalities are of 18–35-year-old males.

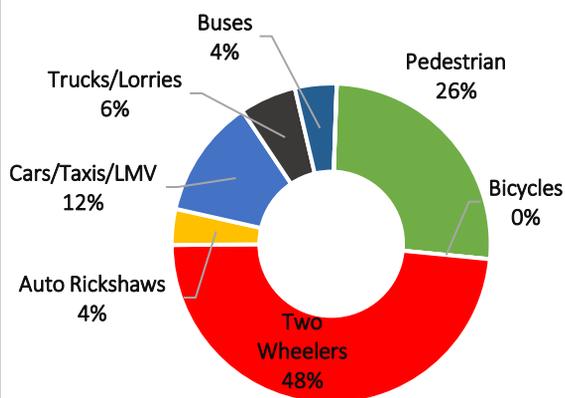
PALGHAR-2020

Total Crashes: 555

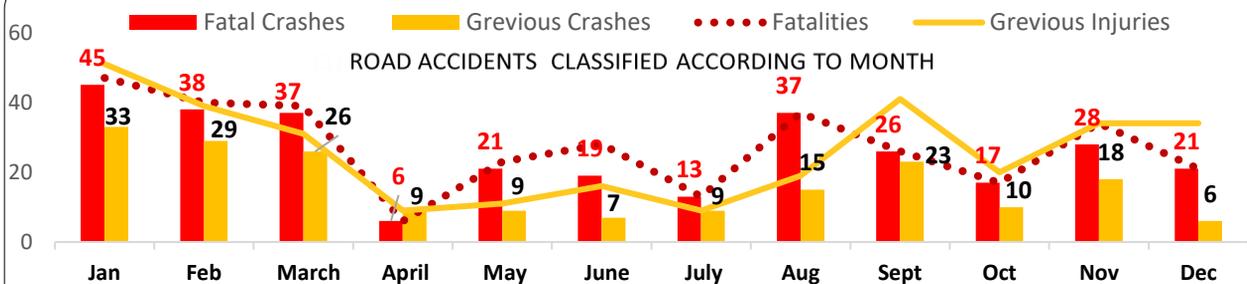
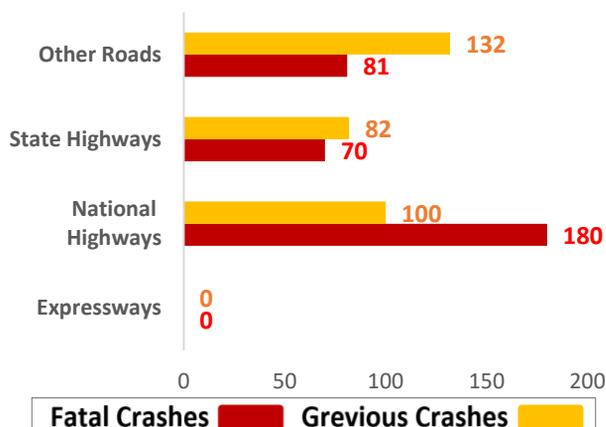
Fatal Crashes: 308

Fatalities: 331

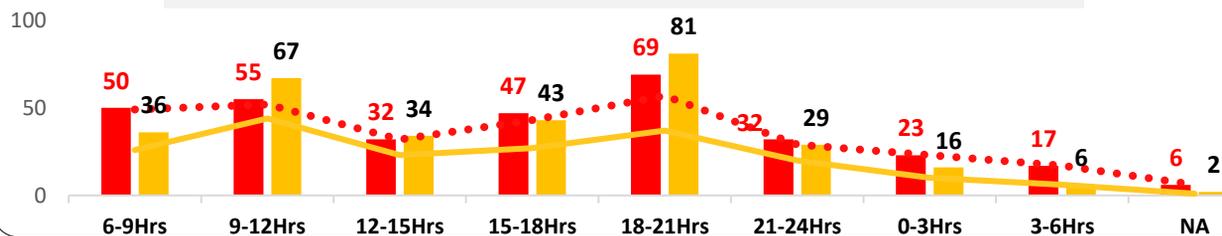
FATALITIES BY MODE



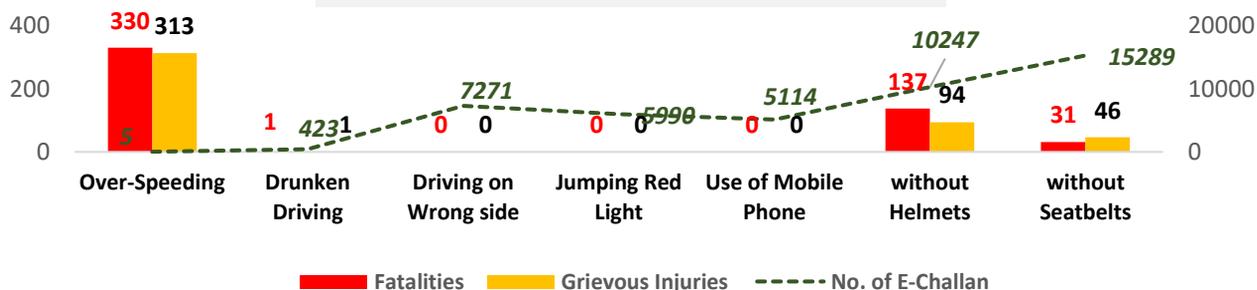
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 65% of fatalities resulted from hit and run collisions.
- 74% of fatalities are of vulnerable road users.
- 58% of fatalities 18–35-year-old males.

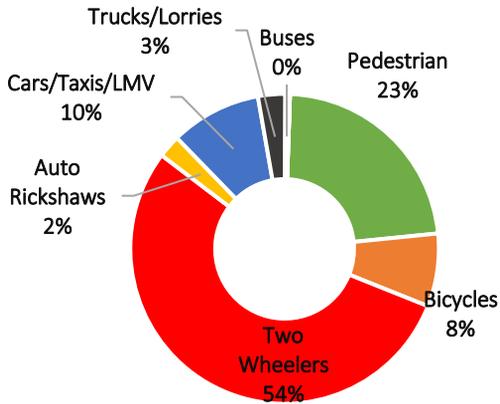
NAGPUR (C)-2020

Total Crashes: 773

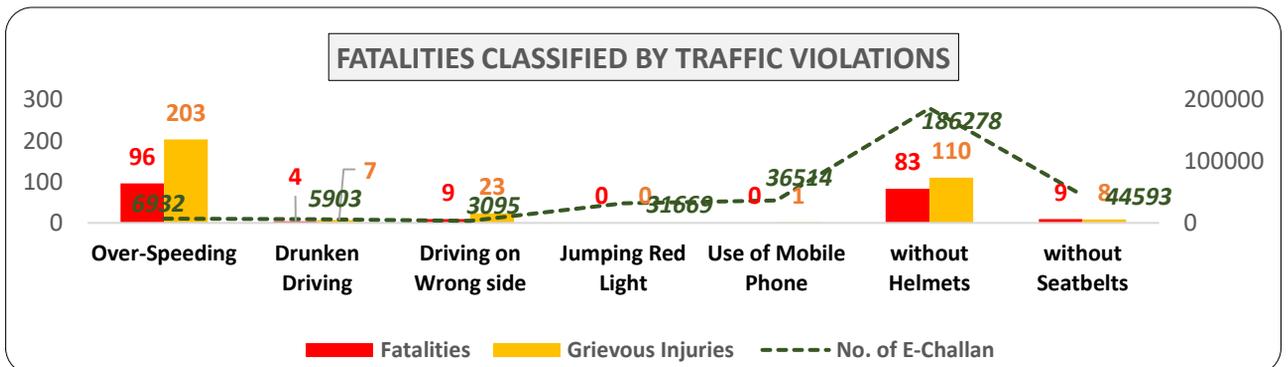
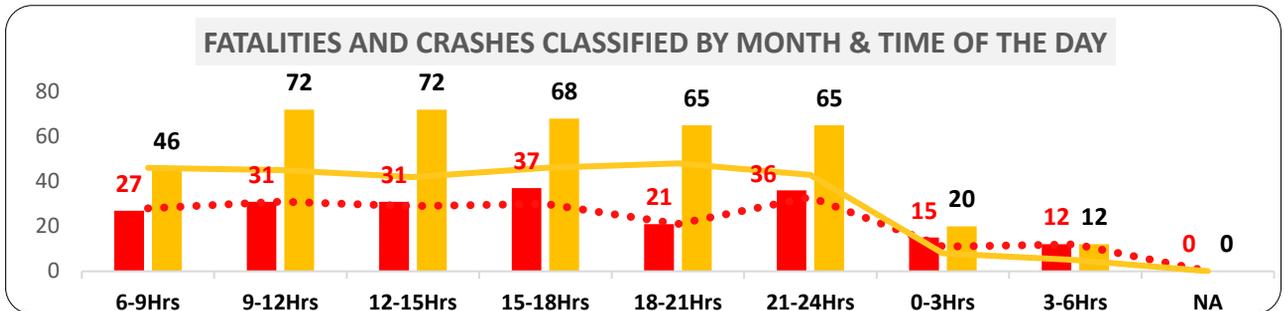
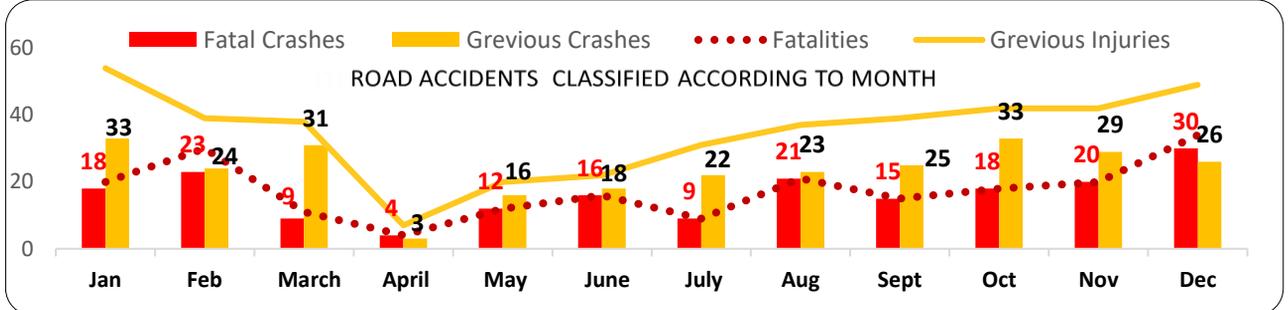
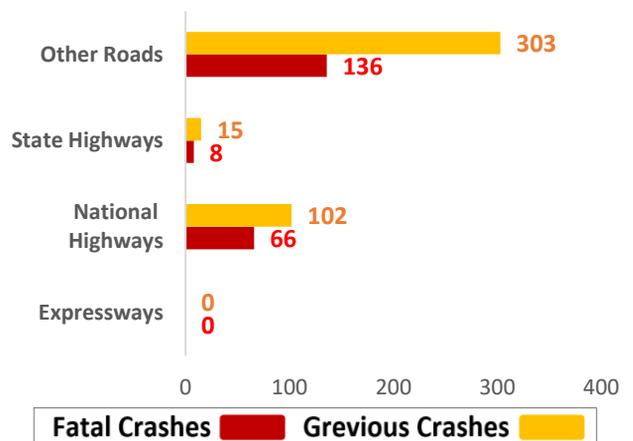
Fatal Crashes: 195

Fatalities: 210

FATALITIES BY MODE



CLASSIFICATION OF ROADS



- 70% of fatalities resulted from hit and run and hit from back collisions..
- 85% of fatalities are of vulnerable road users.
- 39% of fatalities are of 25–45-year-old males.

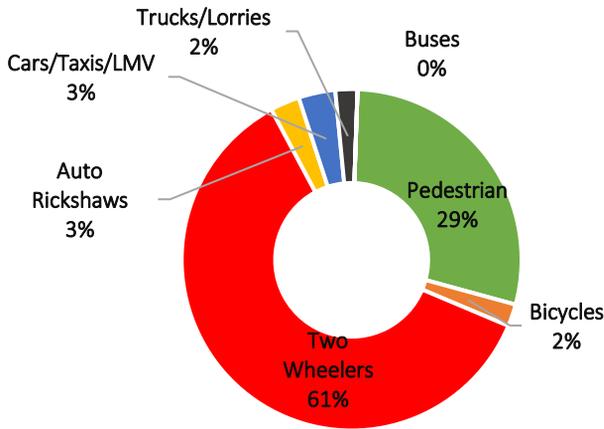
PUNE (C)-2020

Total Crashes: 482

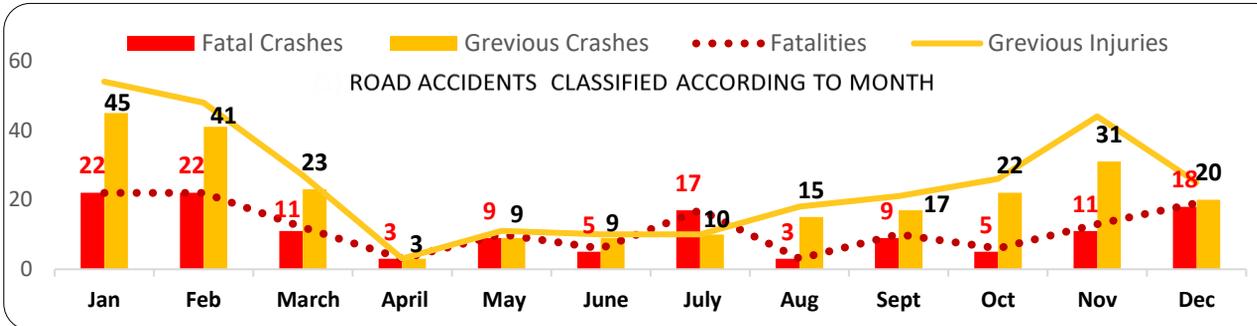
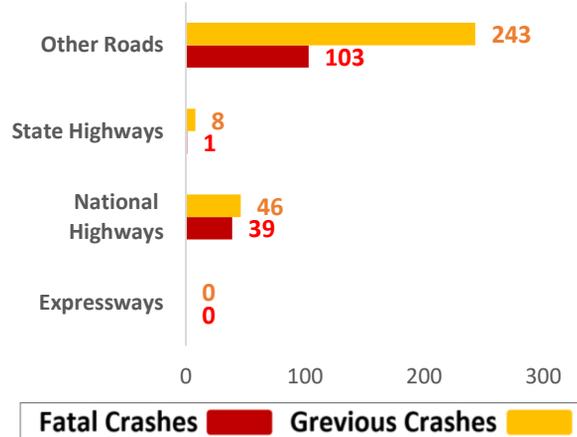
Fatal Crashes: 135

Fatalities: 143

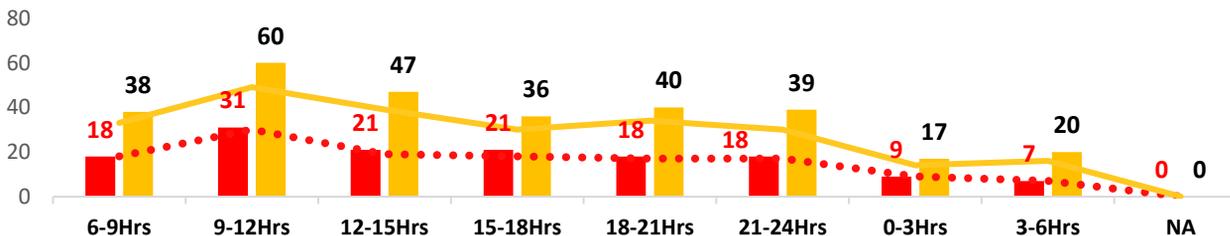
FATALITIES BY MODE



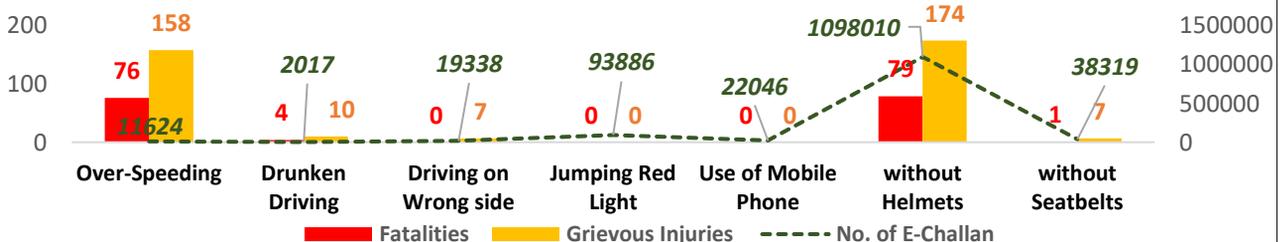
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 45% of fatalities resulted from hit and run collisions.
- 92% of fatalities are of vulnerable road users.
- 36% of fatalities are 25–45-year-old males.

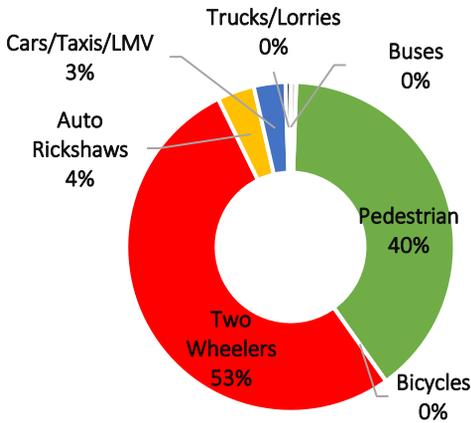
THANE (C)- 2020

Total Crashes: 668

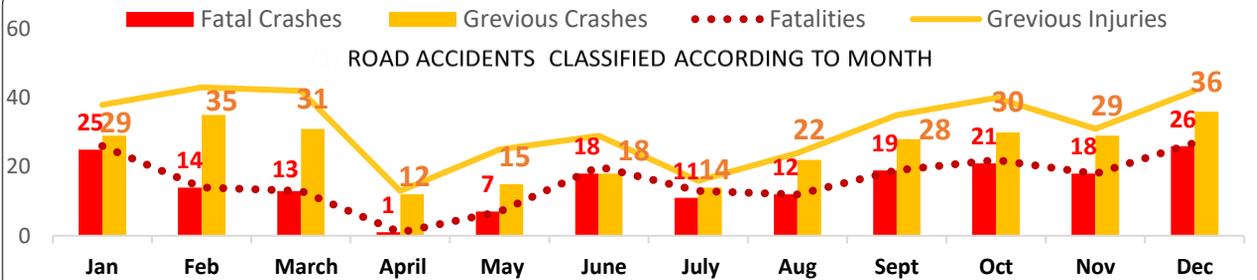
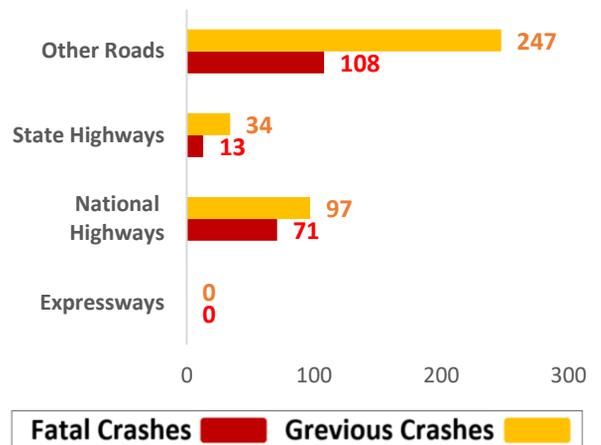
Fatal Crashes: 185

Fatalities: 192

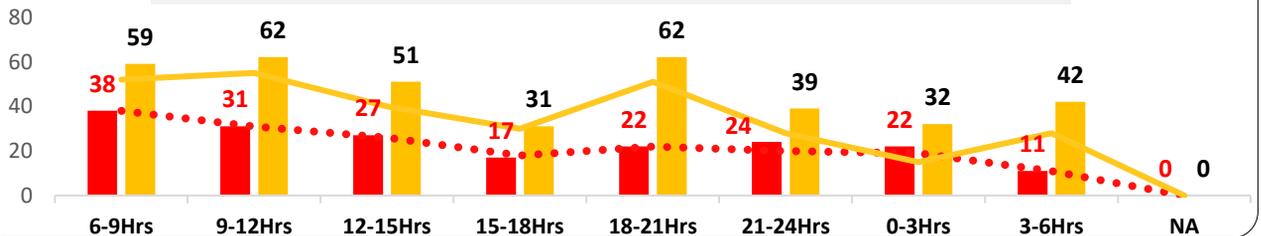
FATALITIES BY MODE



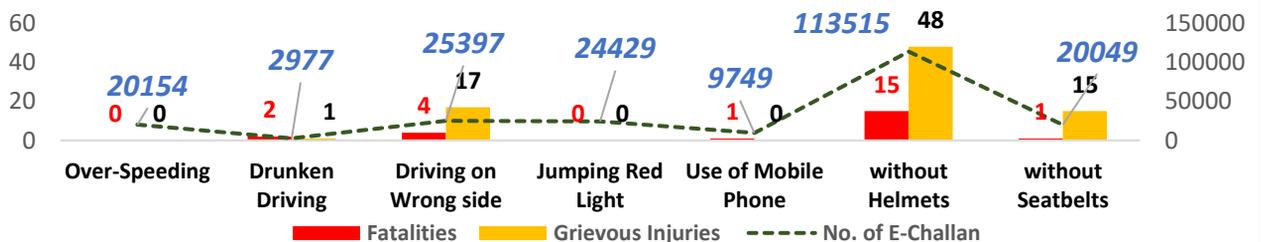
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 79% of fatalities resulted from hit and run collisions.
- 92% of fatalities are of vulnerable road users.
- 41% of fatalities of 25–45-year-old males.

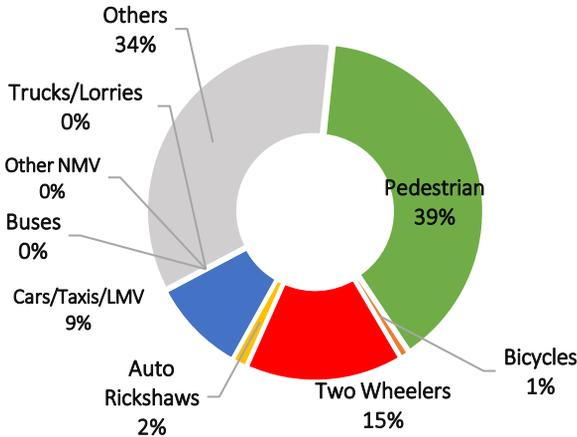
MUMBAI (C)- 2020

Total Crashes: 1812

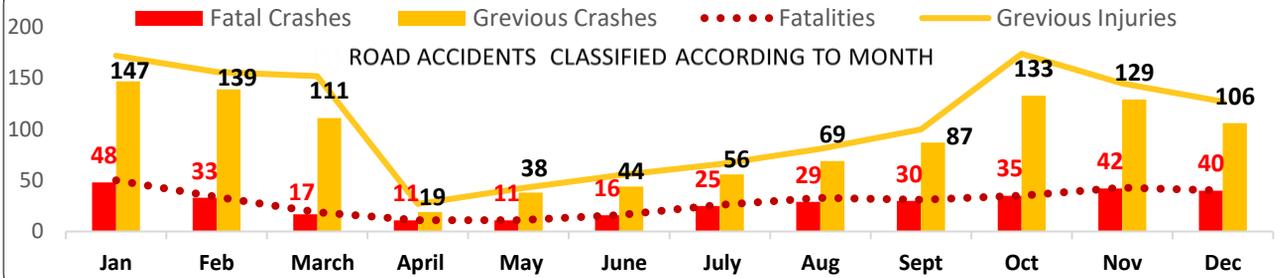
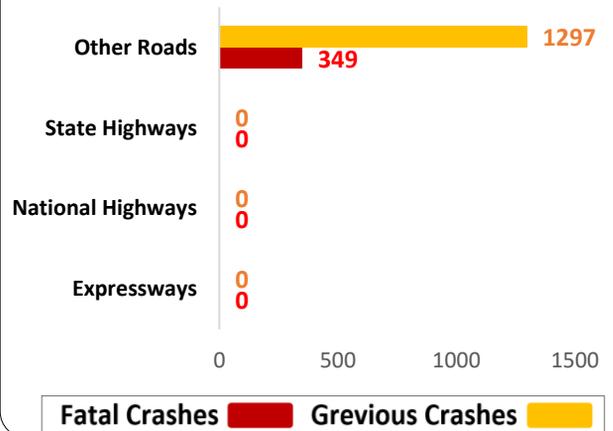
Fatal Crashes: 337

Fatalities: 349

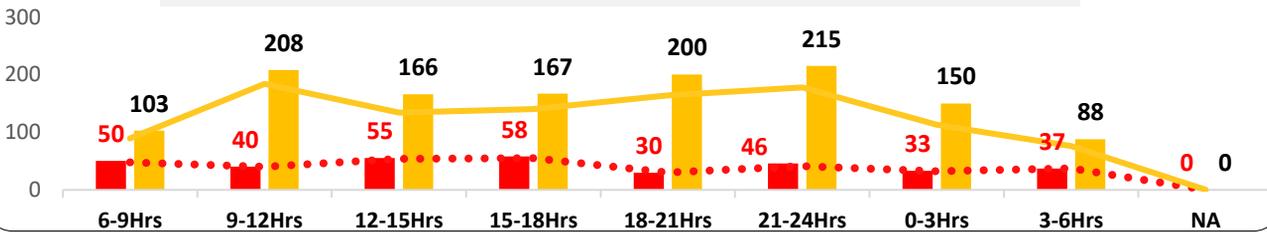
FATALITIES BY MODE



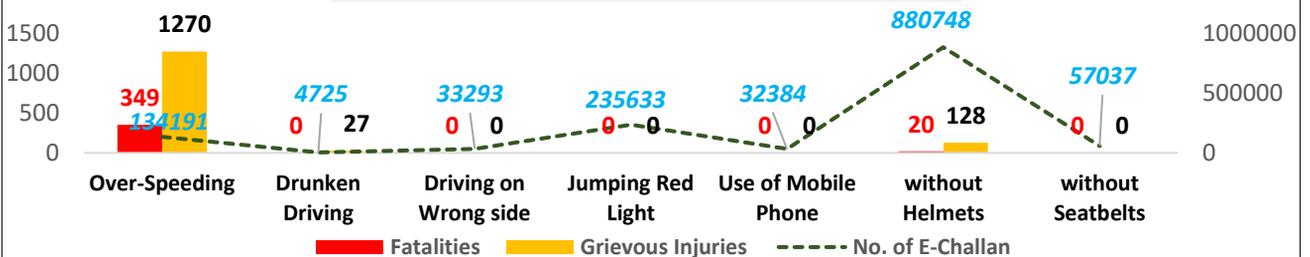
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 66% of fatalities resulted from hit from back and hit from side collisions..
- 55% of fatalities are of vulnerable road users.
- 44 of fatalities 25–35 and 45-60 -year-old males.

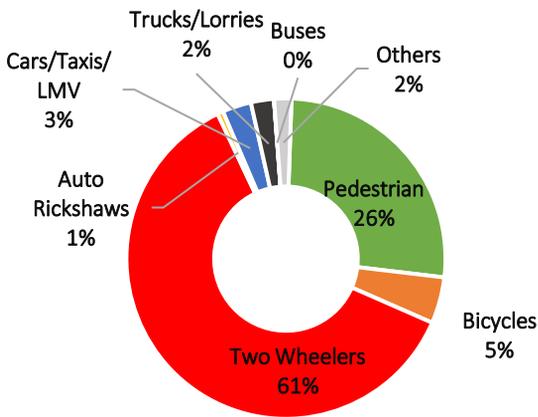
NASHIK (C)- 2020

Total Crashes: 416

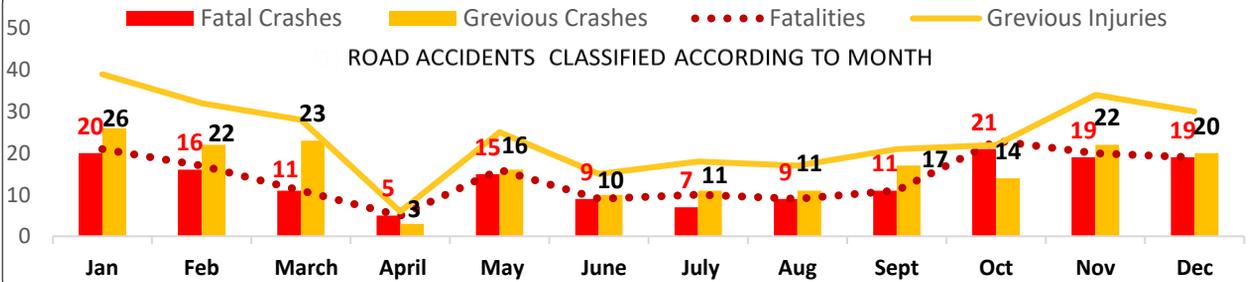
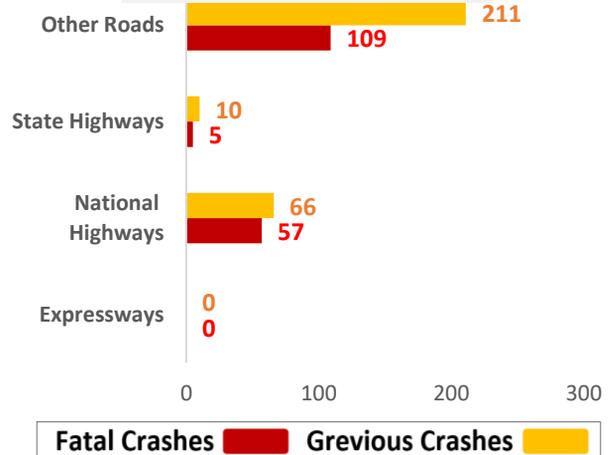
Fatal Crashes: 162

Fatalities: 171

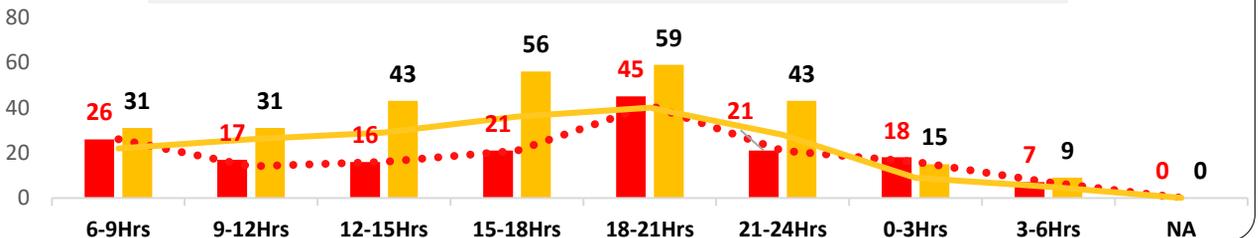
FATALITIES BY MODE



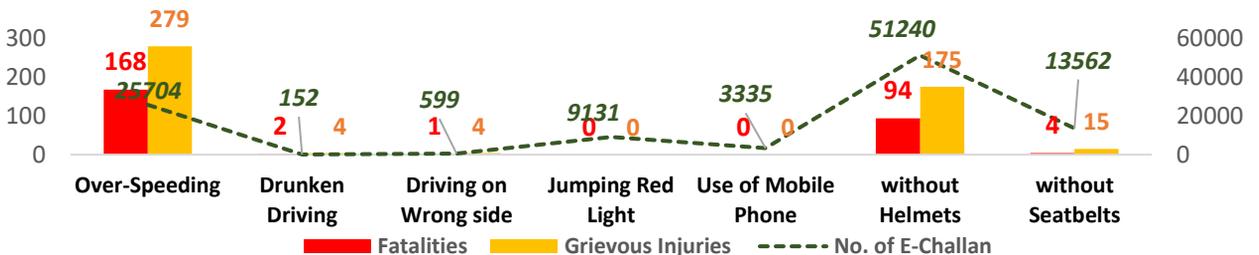
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 64% of fatalities resulted from hit from side and hit and run collisions.
- 92% of fatalities are of vulnerable road users.
- 40% of fatalities are of 25–45-year-old males.

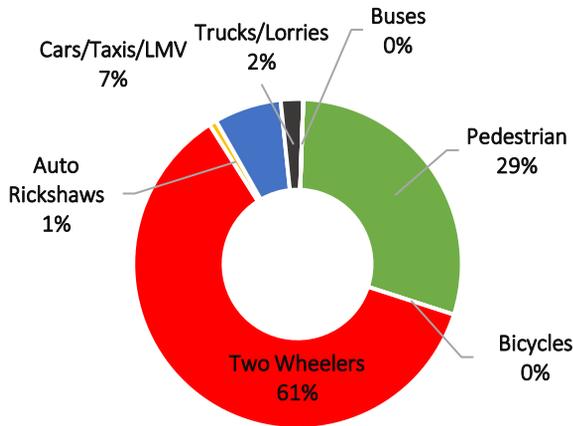
AURANGABAD (C)- 2020

Total Crashes: 406

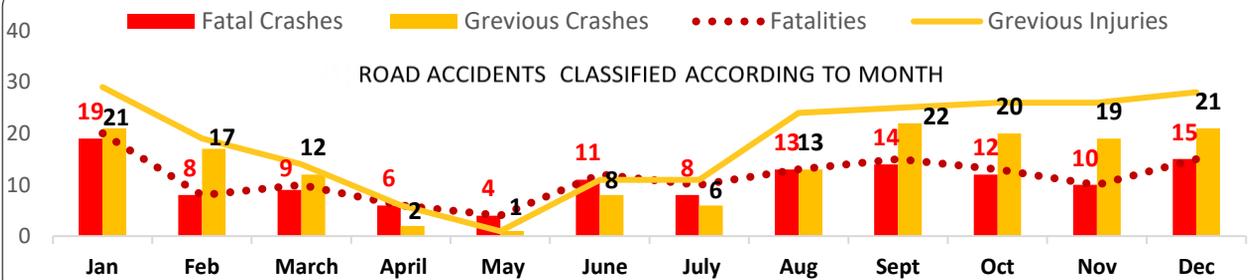
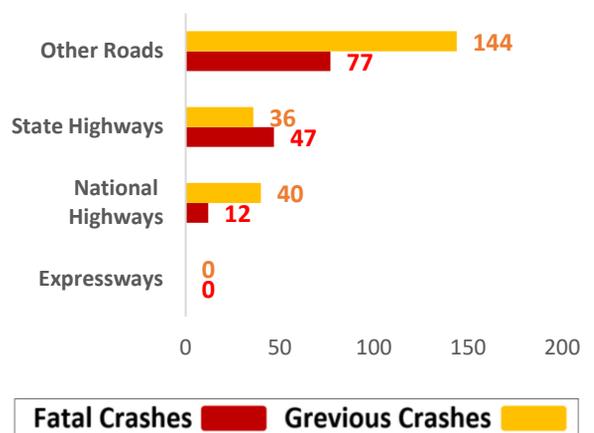
Fatal Crashes: 129

Fatalities: 136

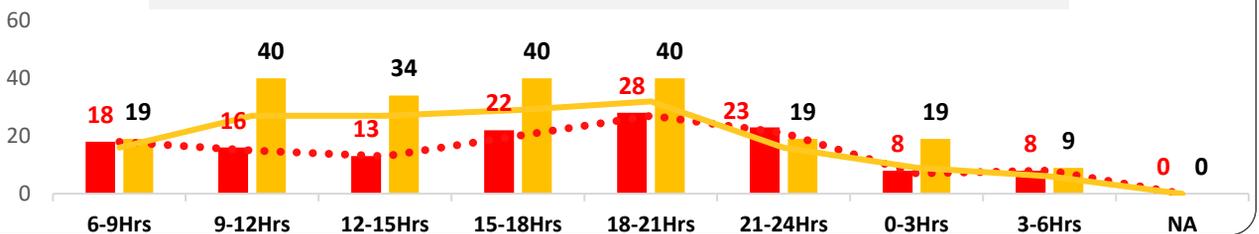
FATALITIES BY MODE



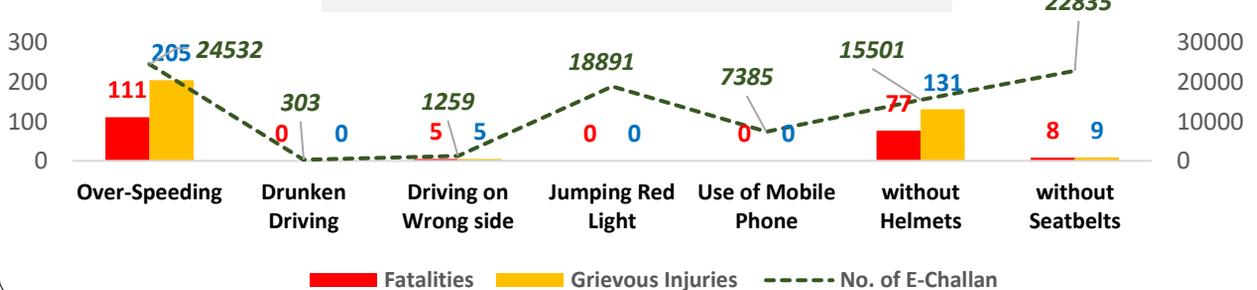
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



- 40% of fatalities resulted from hit from back collisions.
- 90% of fatalities are of vulnerable road users.
- 54% of fatalities are of 25–45-year-old males.

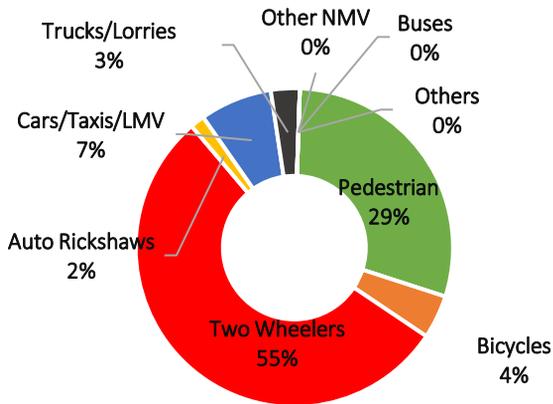
SOLAPUR (C)-2020

Total Crashes: 151

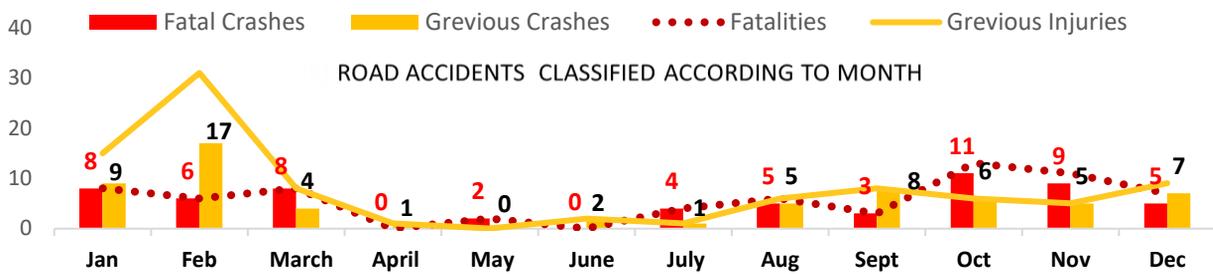
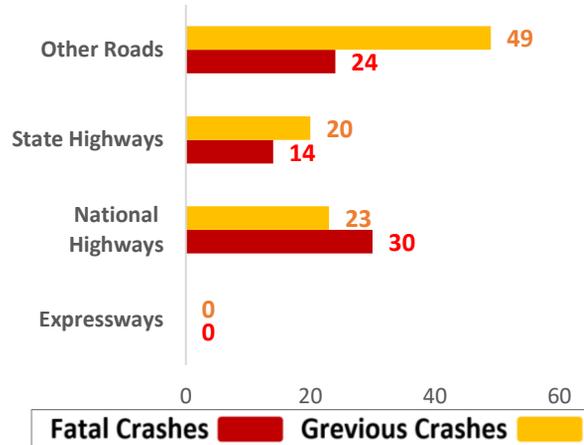
Fatal Crashes: 61

Fatalities: 68

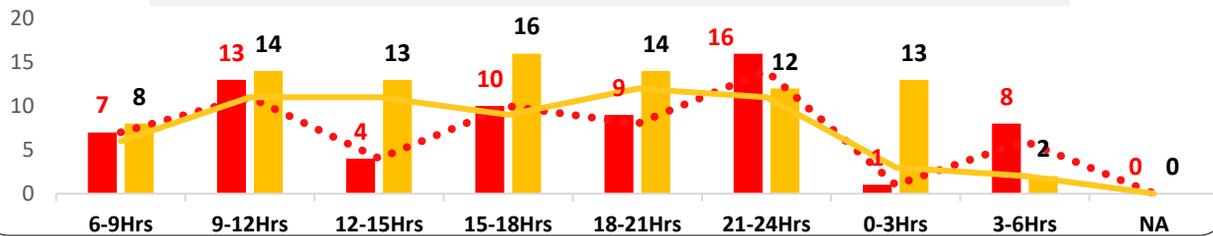
FATALITIES BY MODE



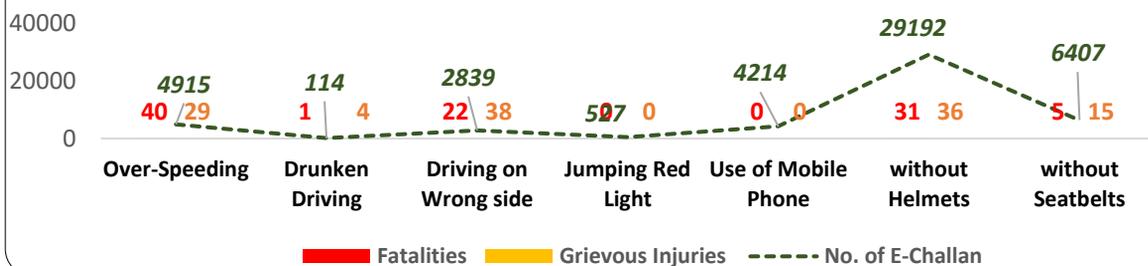
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



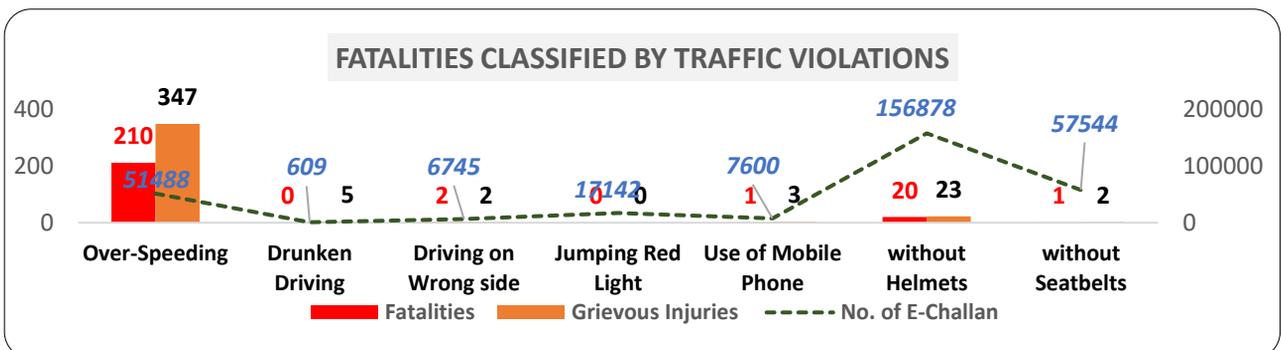
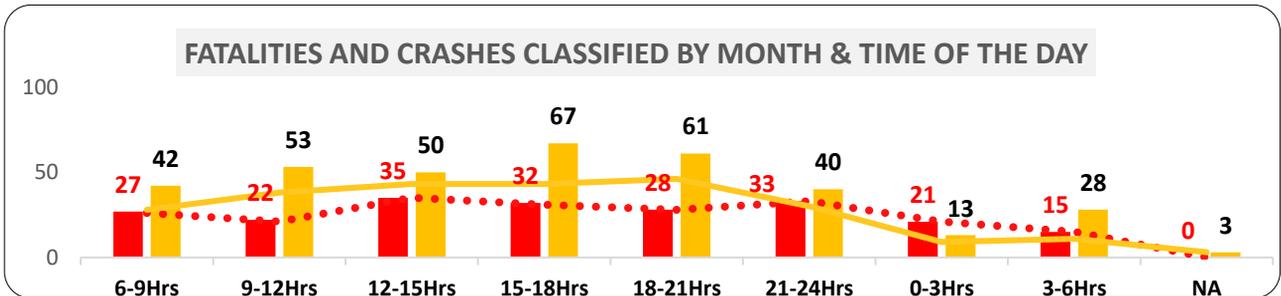
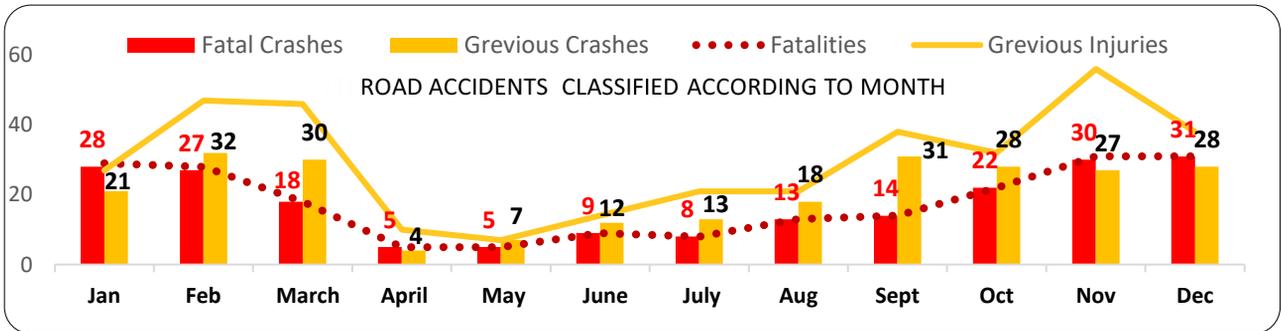
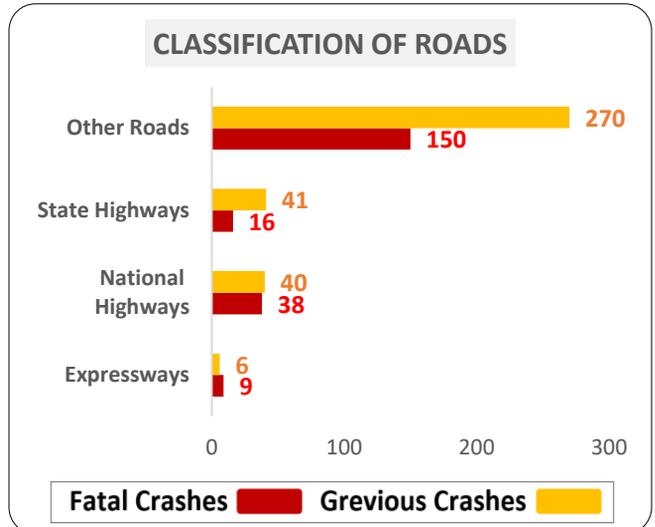
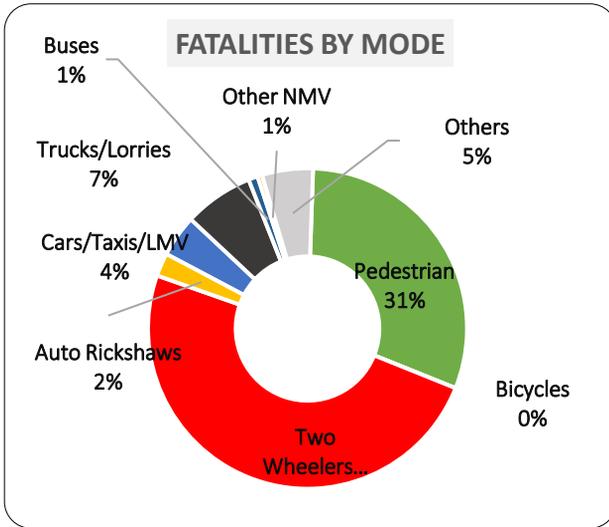
- 40% of fatalities resulted from hit and run collisions.
- 88% of fatalities are of vulnerable road users.
- 26% of fatalities are of 45–60-year-old males.

NEW MUMBAI- 2020

Total Crashes: 553

Fatal Crashes: 210

Fatalities: 213



- 51% of fatalities resulted from hit and run collisions.
- 80% of fatalities are of vulnerable road users.
- 59% of fatalities are of 25–45-year-old males.

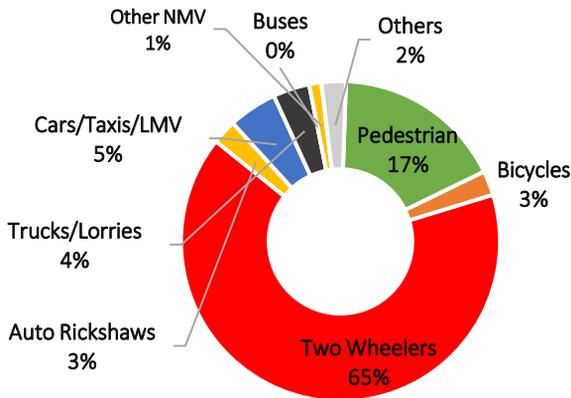
AMRAVATI (C)- 2020

Total Crashes: 385

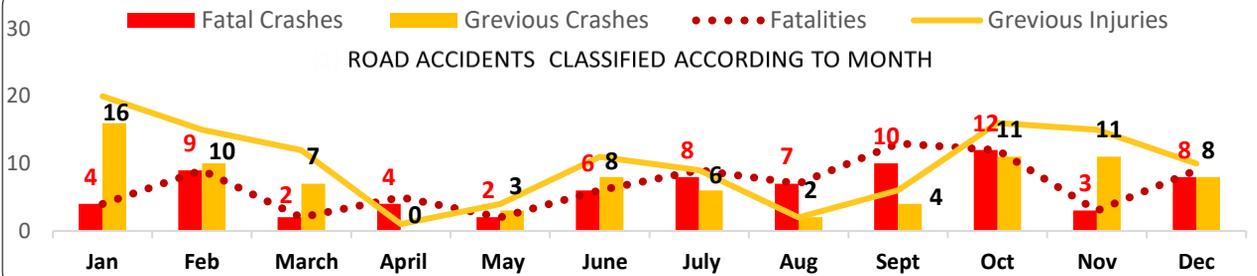
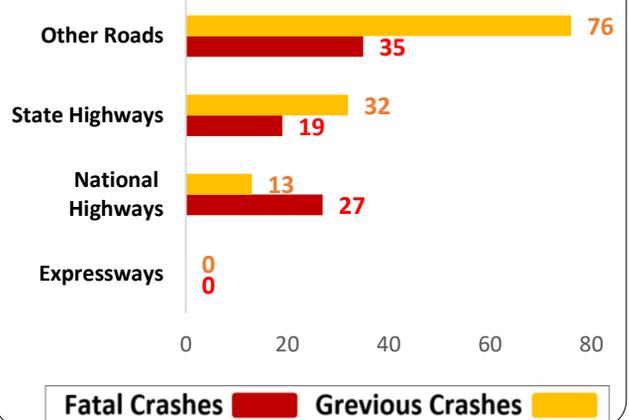
Fatal Crashes: 75

Fatalities: 81

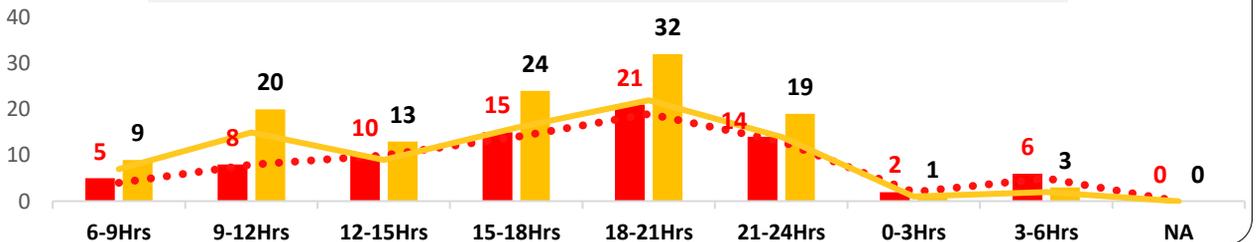
FATALITIES BY MODE



CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES CLASSIFIED BY TRAFFIC VIOLATIONS



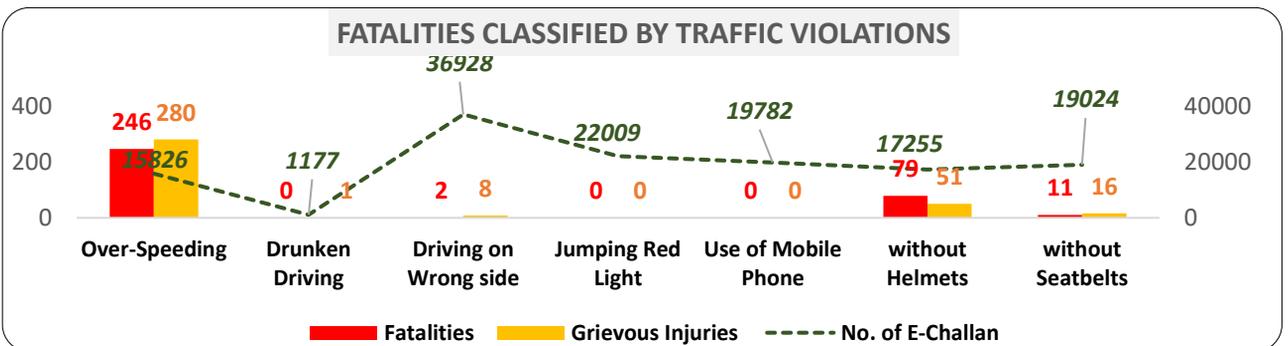
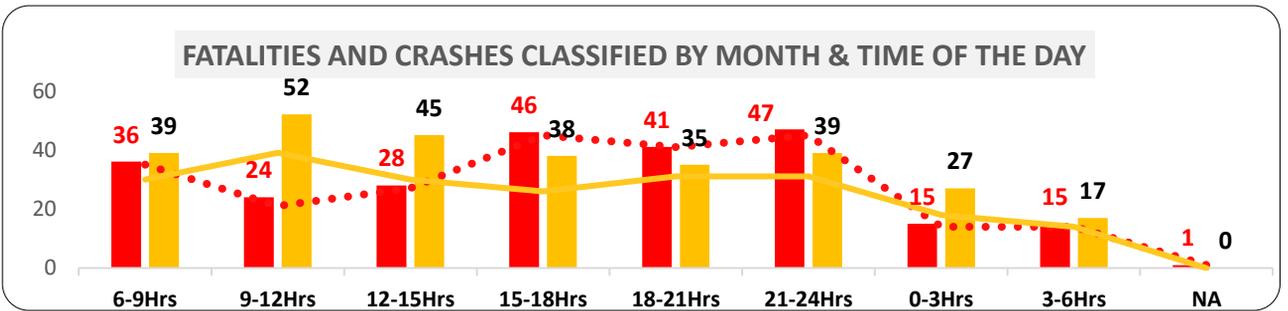
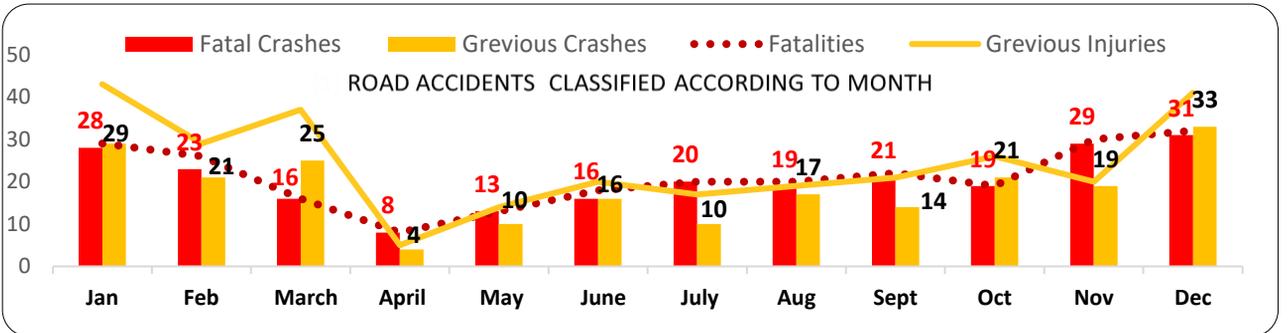
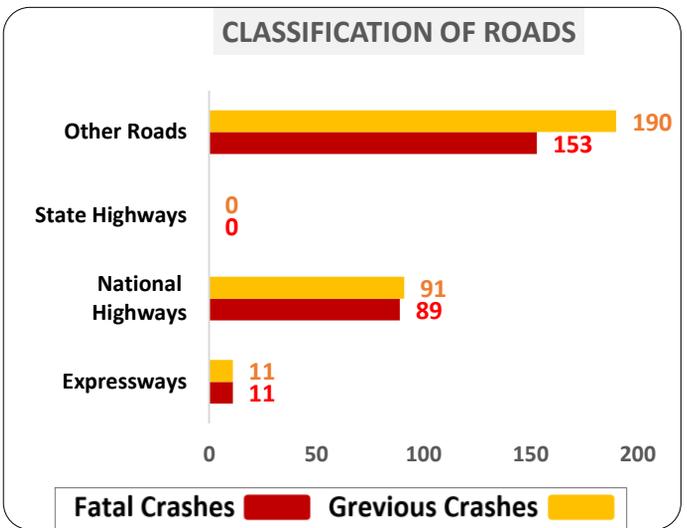
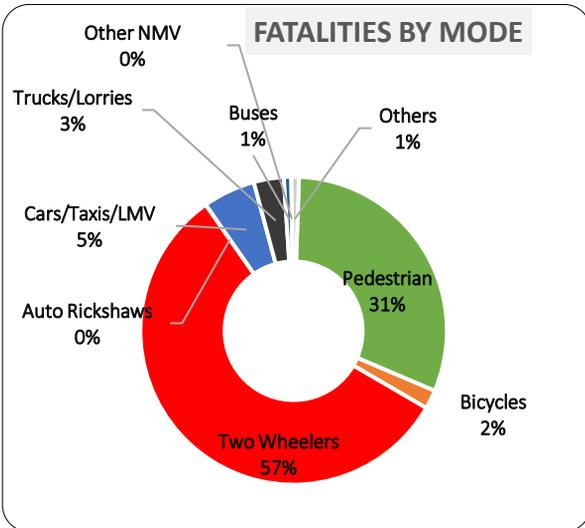
- 57% of fatalities resulted from head on collisions.
- 85% of fatalities are of vulnerable road users.
- 48% of fatalities are of 35–45-year-old males.

PIMPRI CHINCHWAD- 2020

Total Crashes: 525

Fatal Crashes: 243

Fatalities: 253



- 71% of fatalities resulted from hit from back and hit from side on collisions.
- 90% of fatalities are of vulnerable road users.
- 66% of fatalities are of 18–45-year-old males.

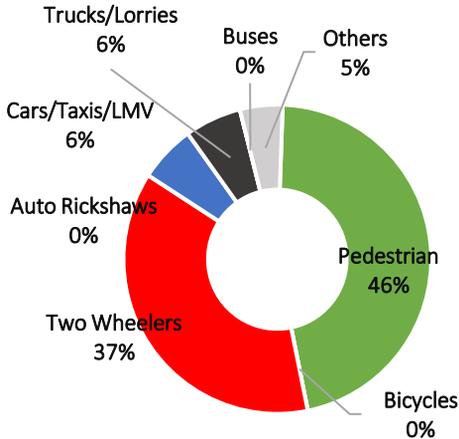
MIRA-BHAYANDAR, VASAI-VIRAR- 2020

Total Crashes: 171

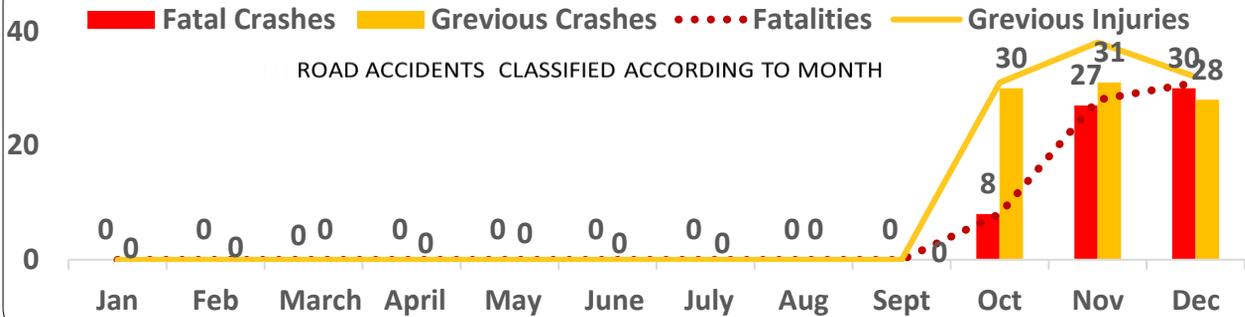
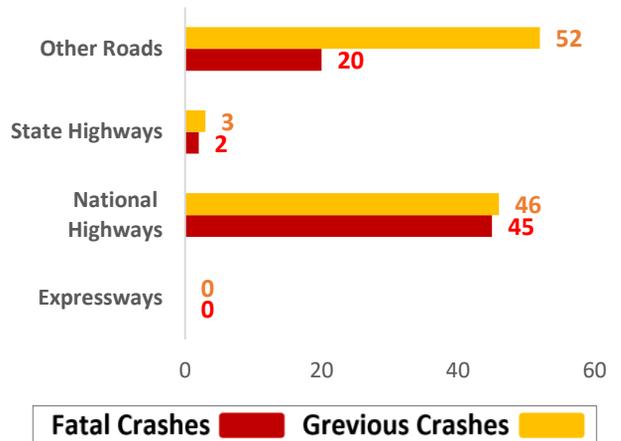
Fatal Crashes: 65

Fatalities: 67

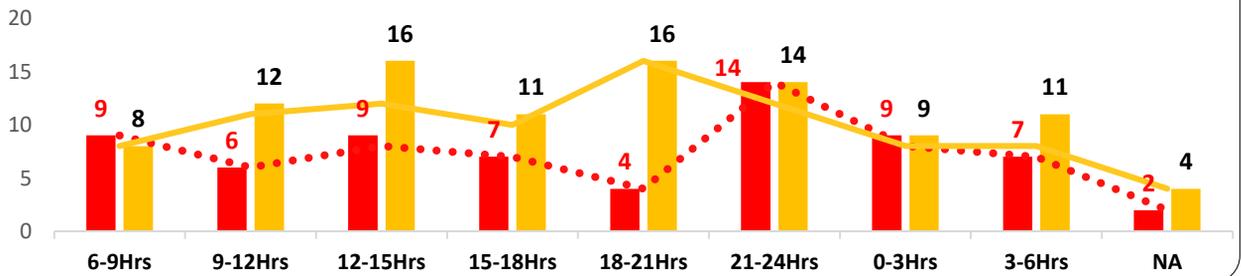
FATALITIES BY MODE



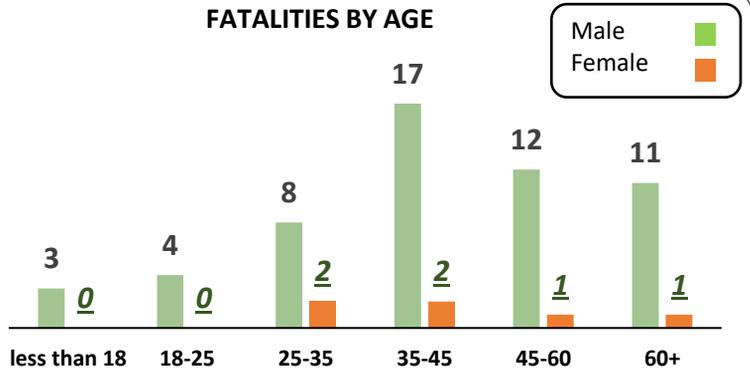
CLASSIFICATION OF ROADS



FATALITIES AND CRASHES CLASSIFIED BY MONTH & TIME OF THE DAY



FATALITIES BY AGE



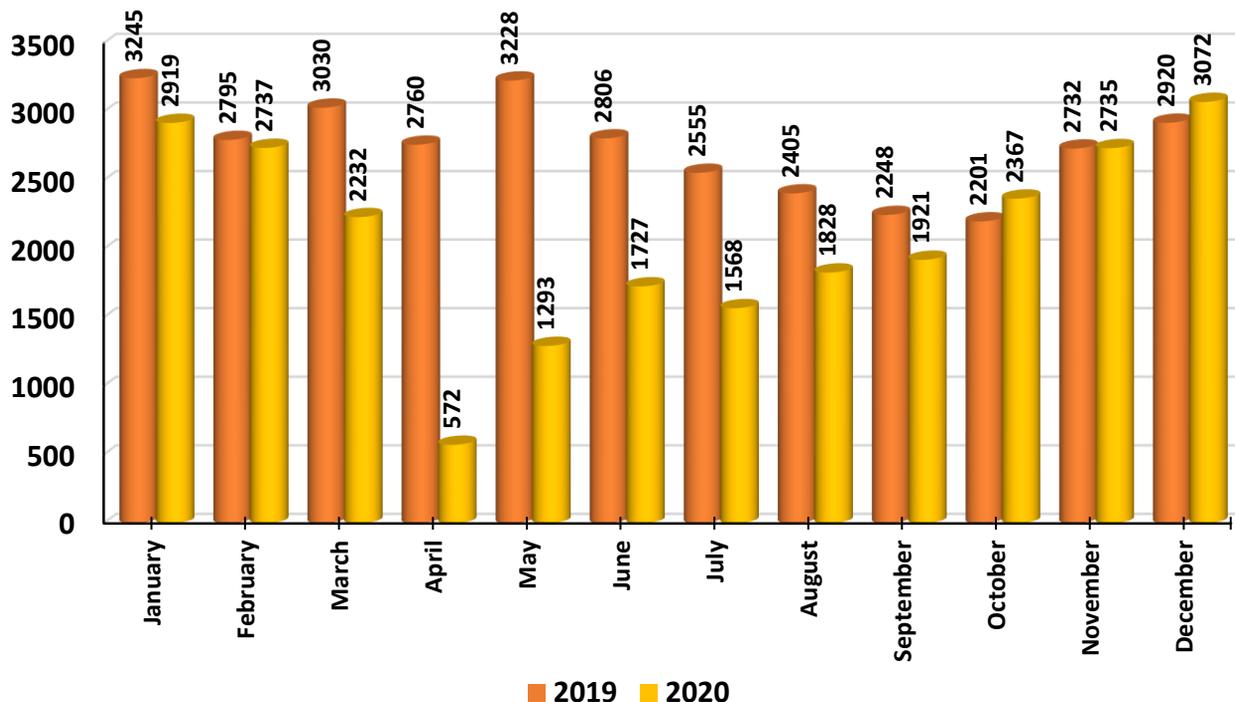
- 70% of fatalities resulted from hit and run collisions.
- 84% of fatalities are of vulnerable road users.



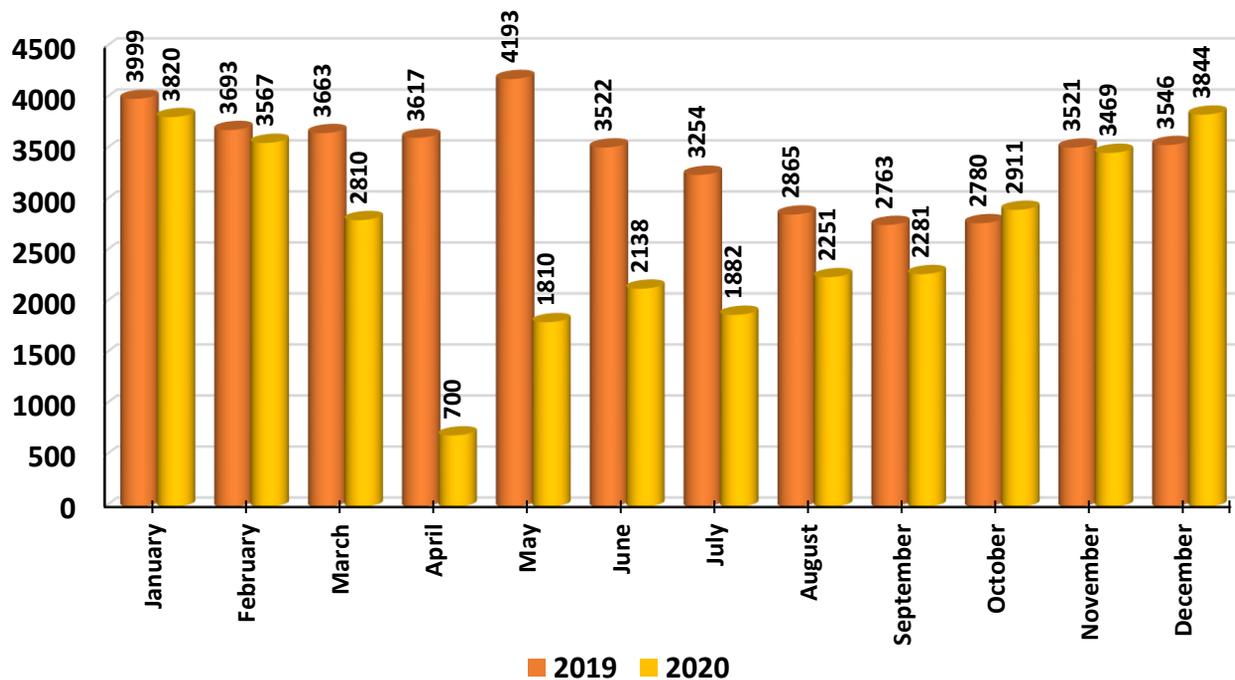
COMPARISON CHART 2019 - 2020

ROAD ACCIDENTS DEATH, INJURED

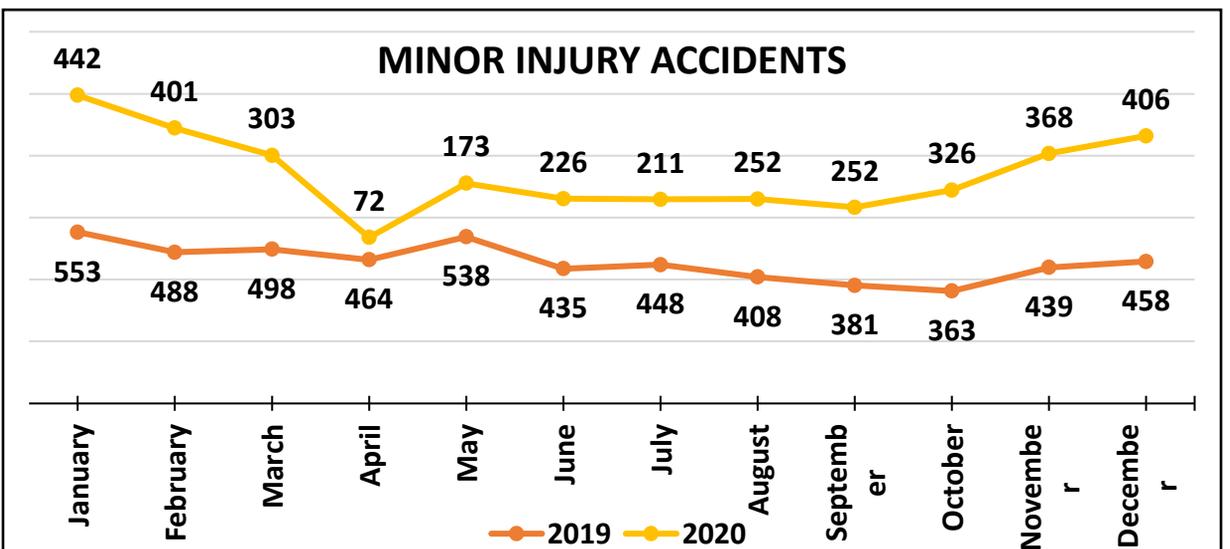
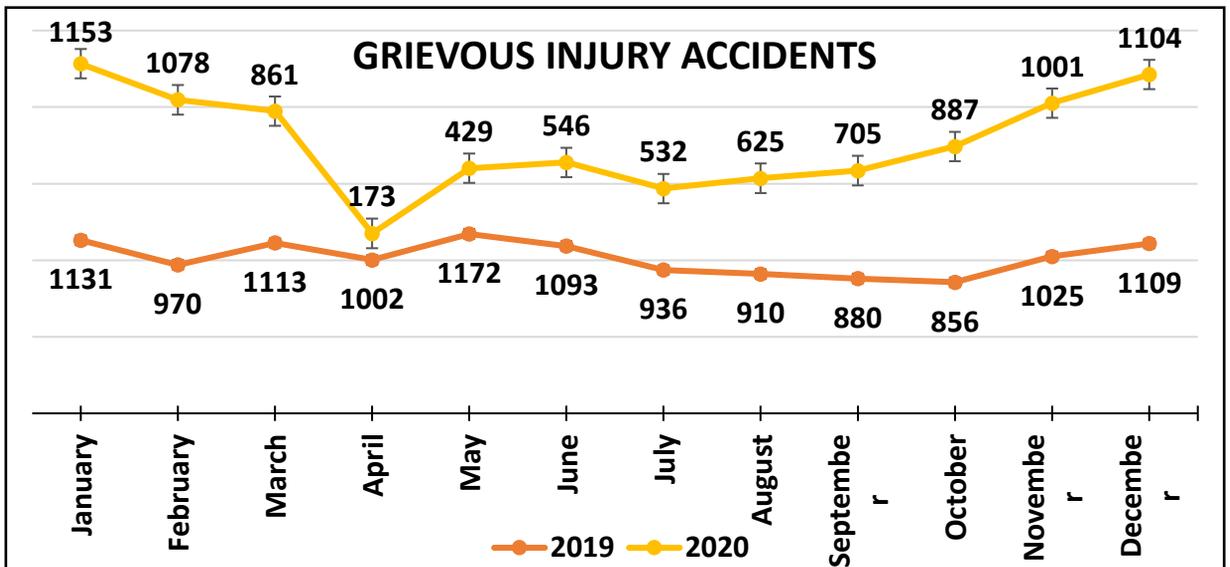
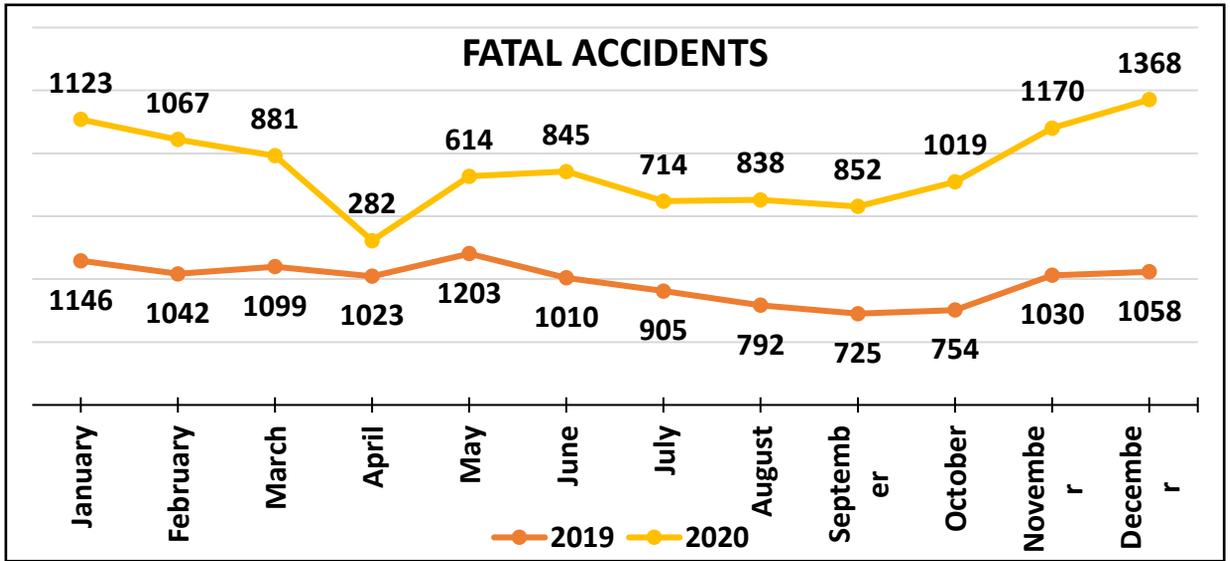
TOTAL ACCIDENTS



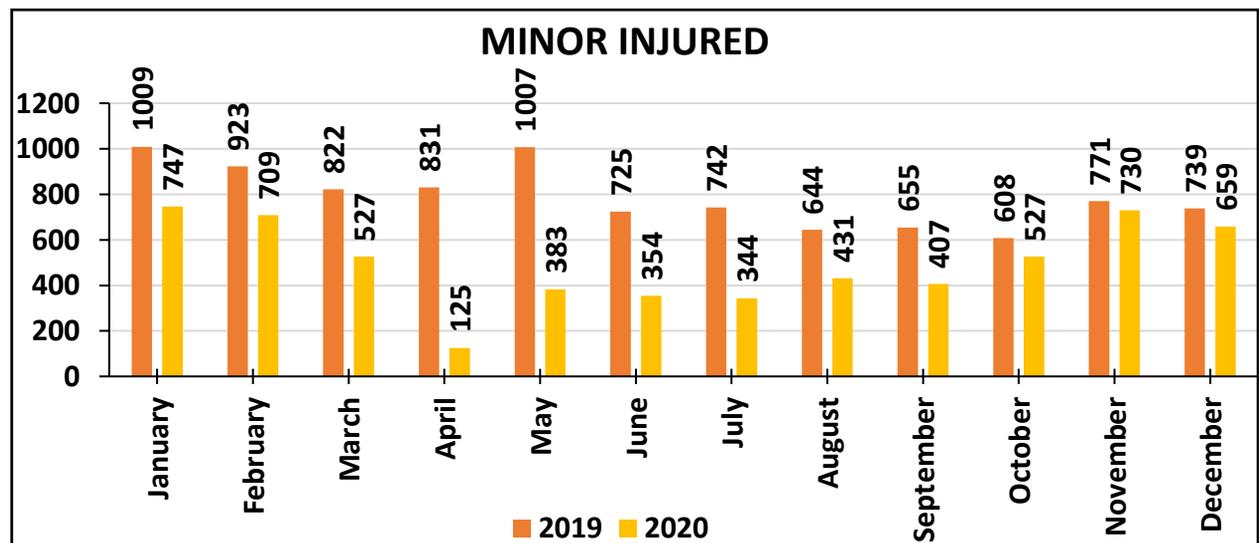
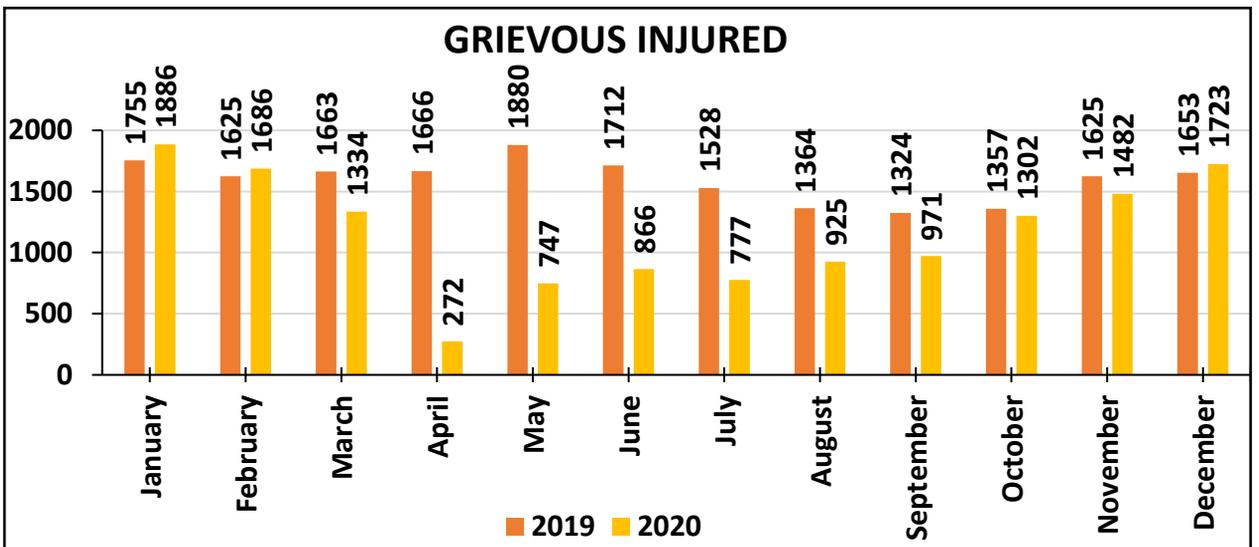
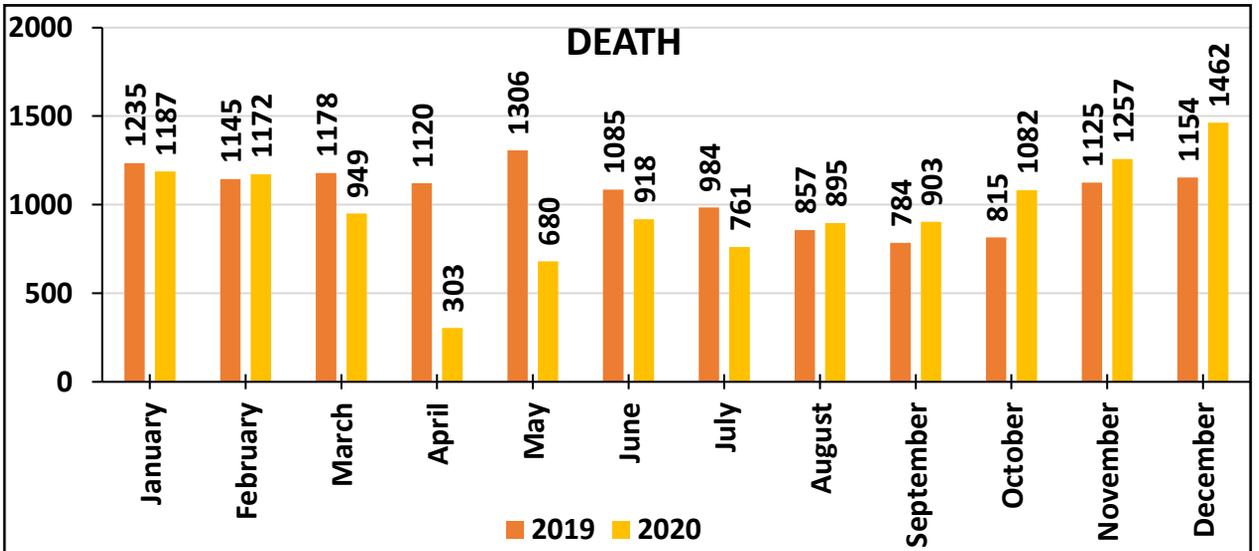
TOTAL DEATH + INJURED



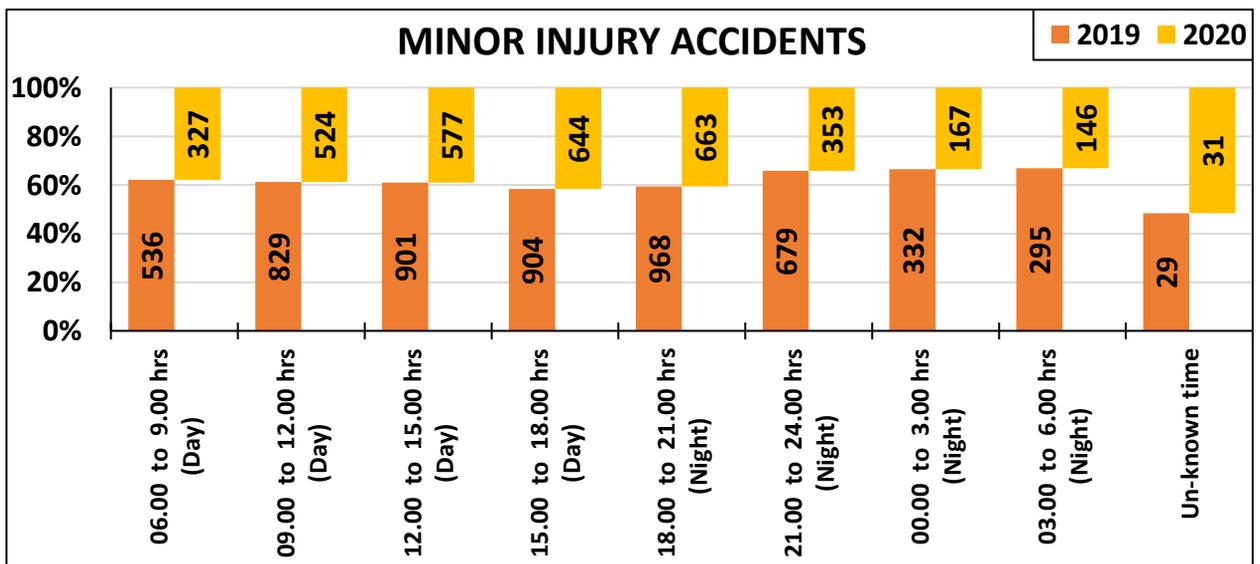
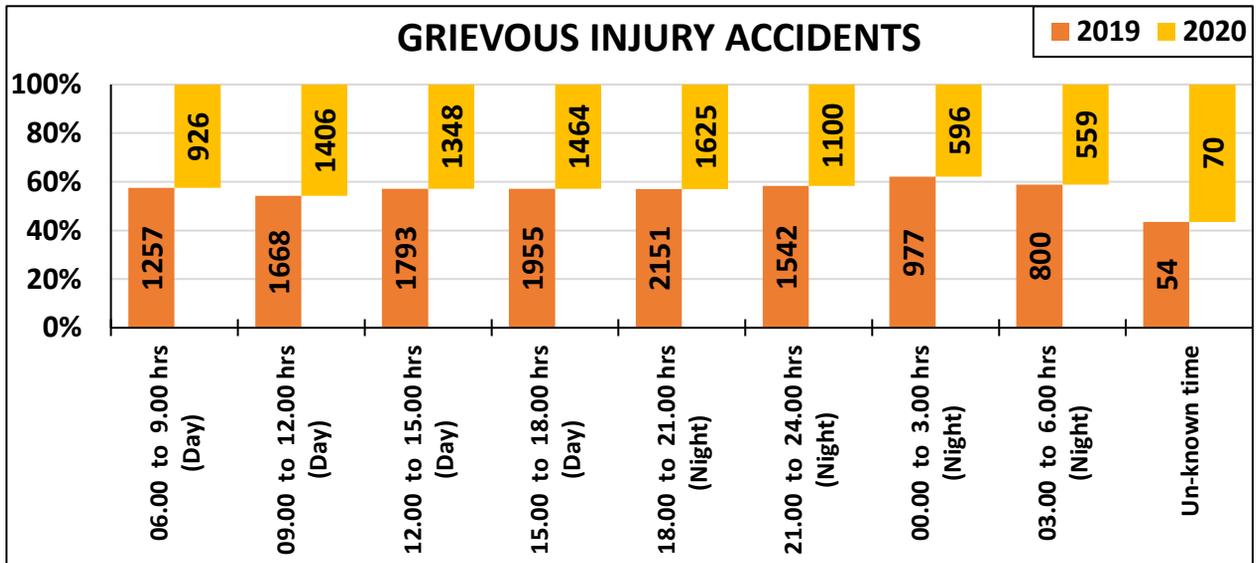
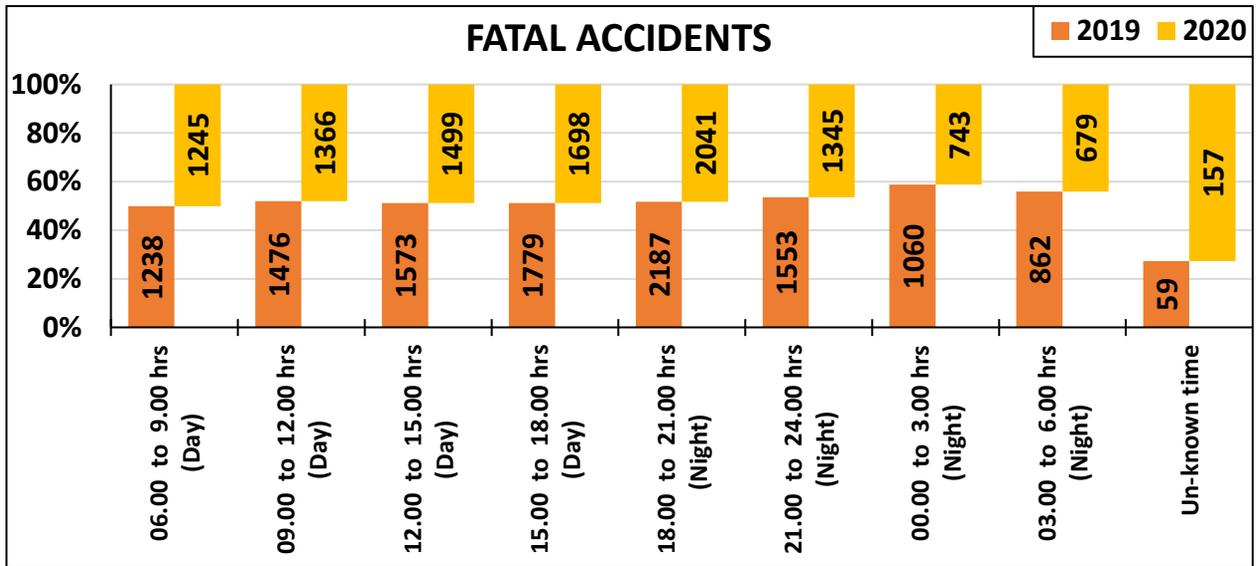
ROAD ACCIDENTS ACCORDING TO MONTH



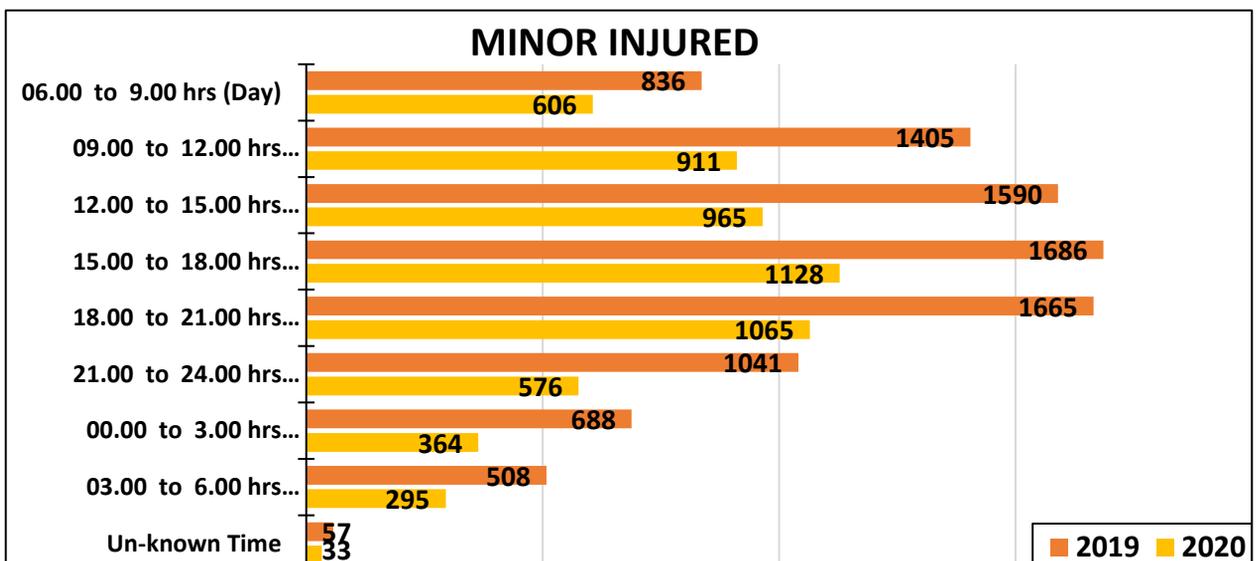
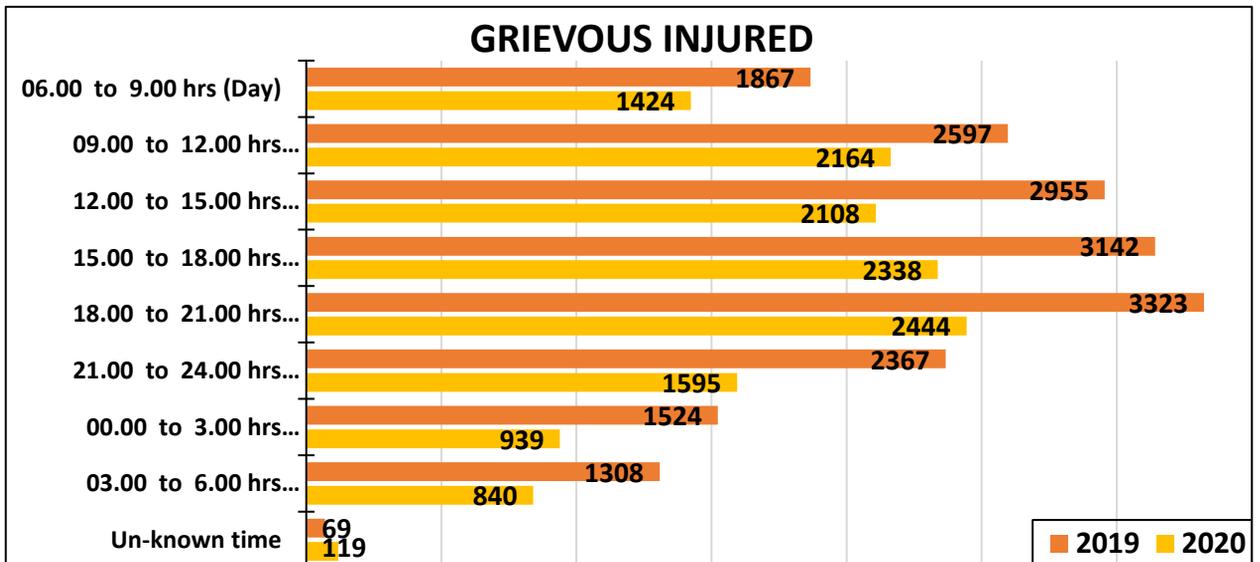
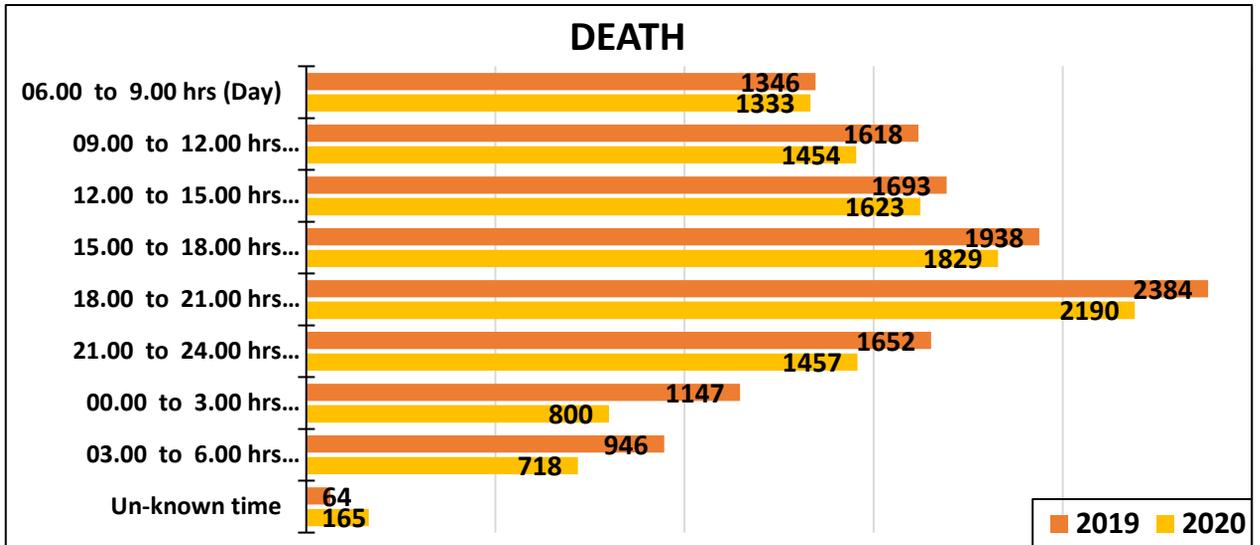
ROAD ACCIDENTS DEATH/ INJURY ACCORDING TO MONTH



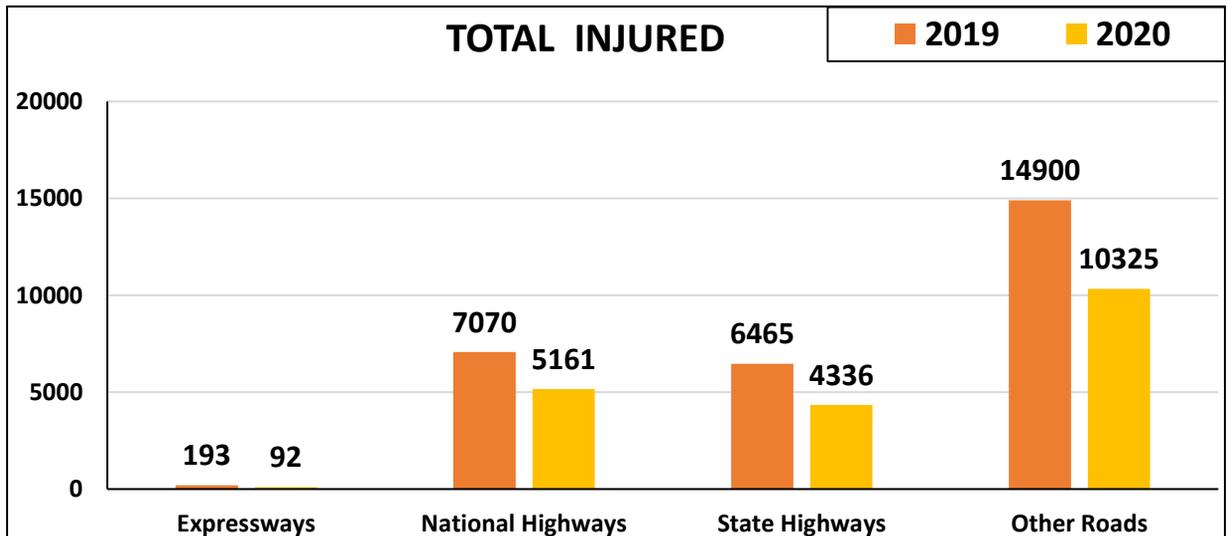
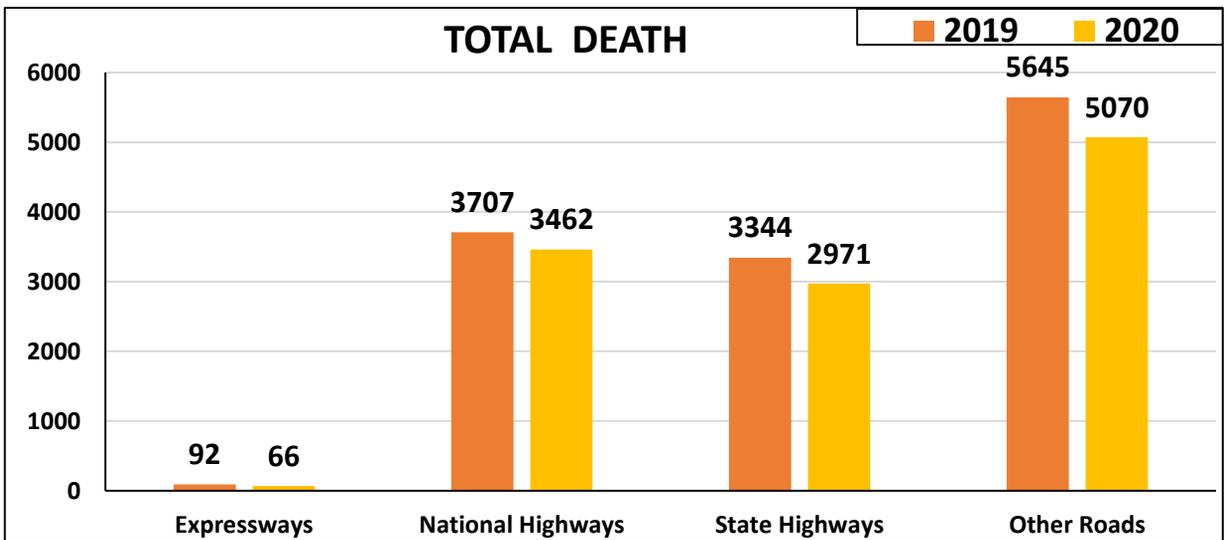
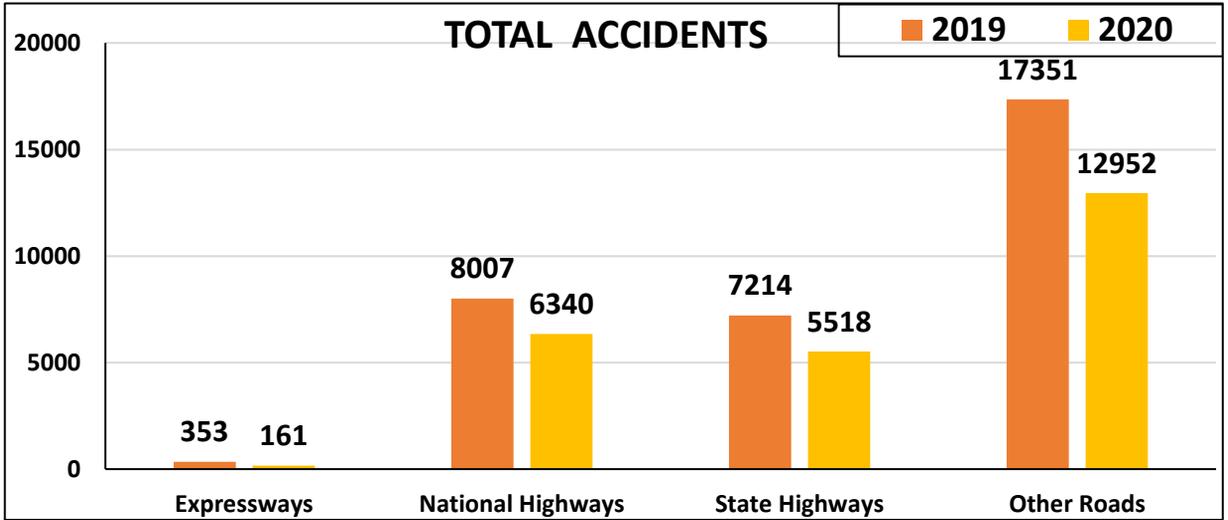
ROAD ACCIDENTS ACCORDING TO TIME



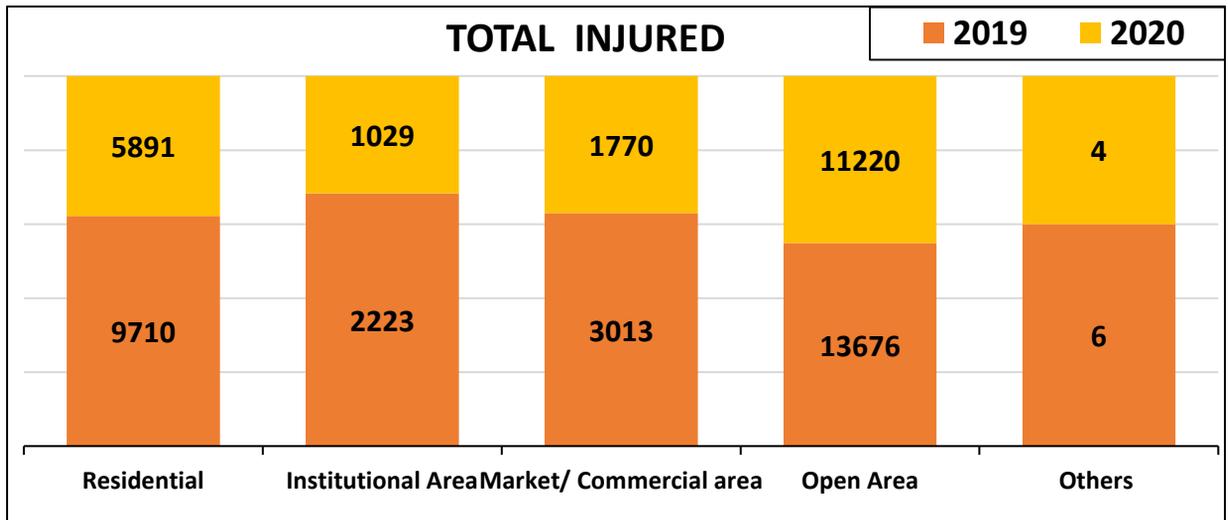
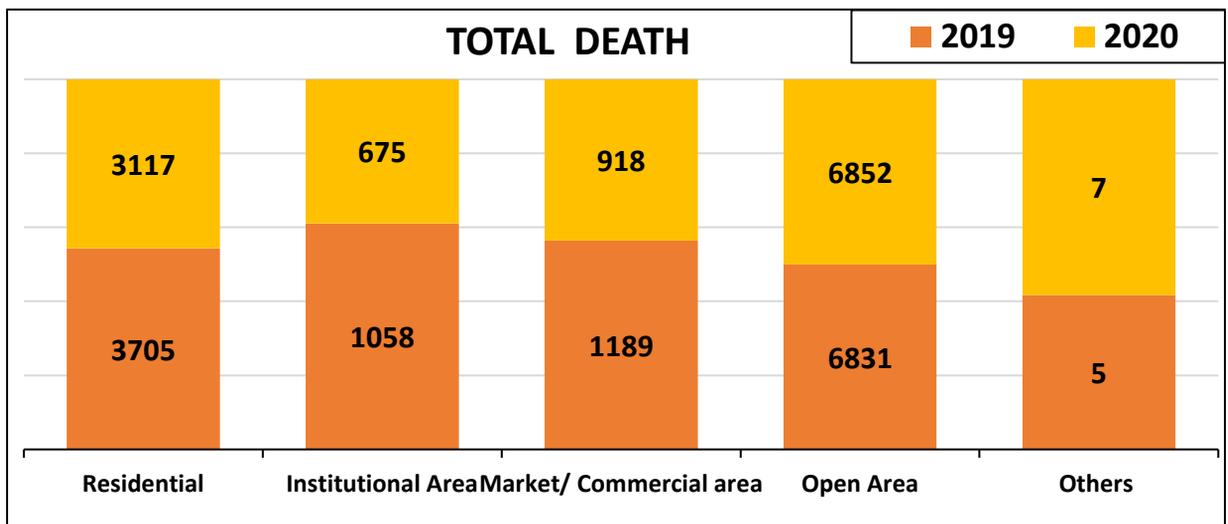
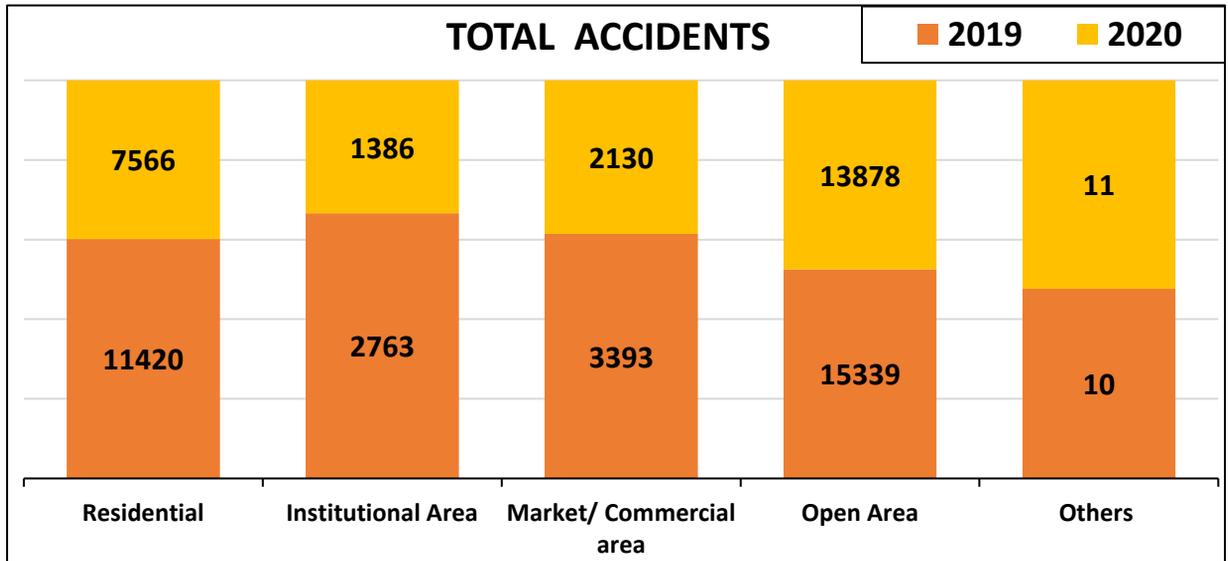
ROAD ACCIDENTS DEATH/ INJURY ACCORDING TO TIME



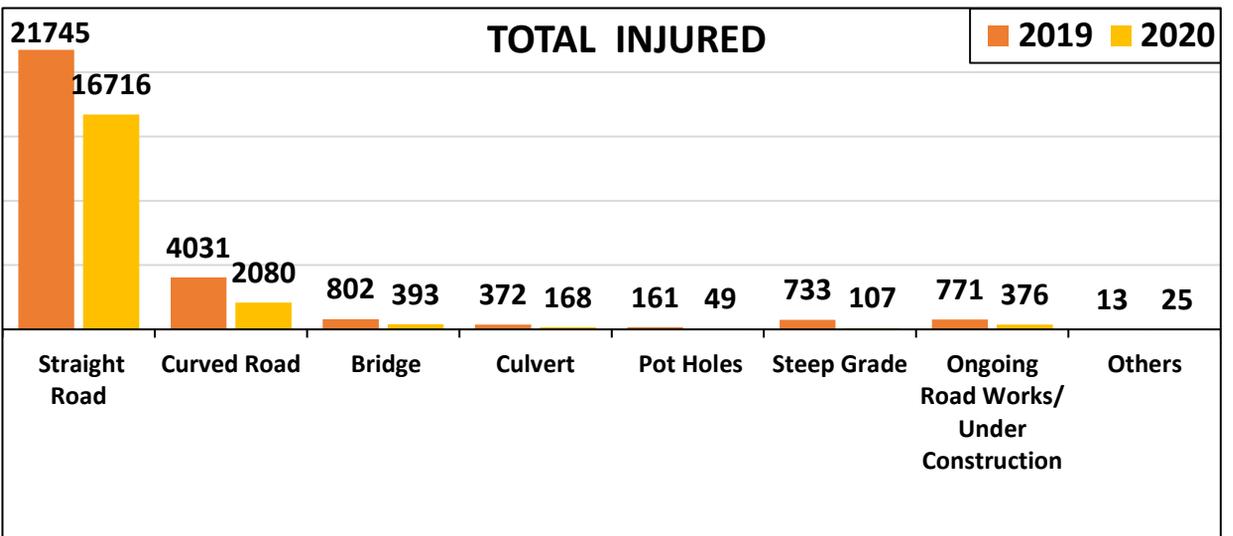
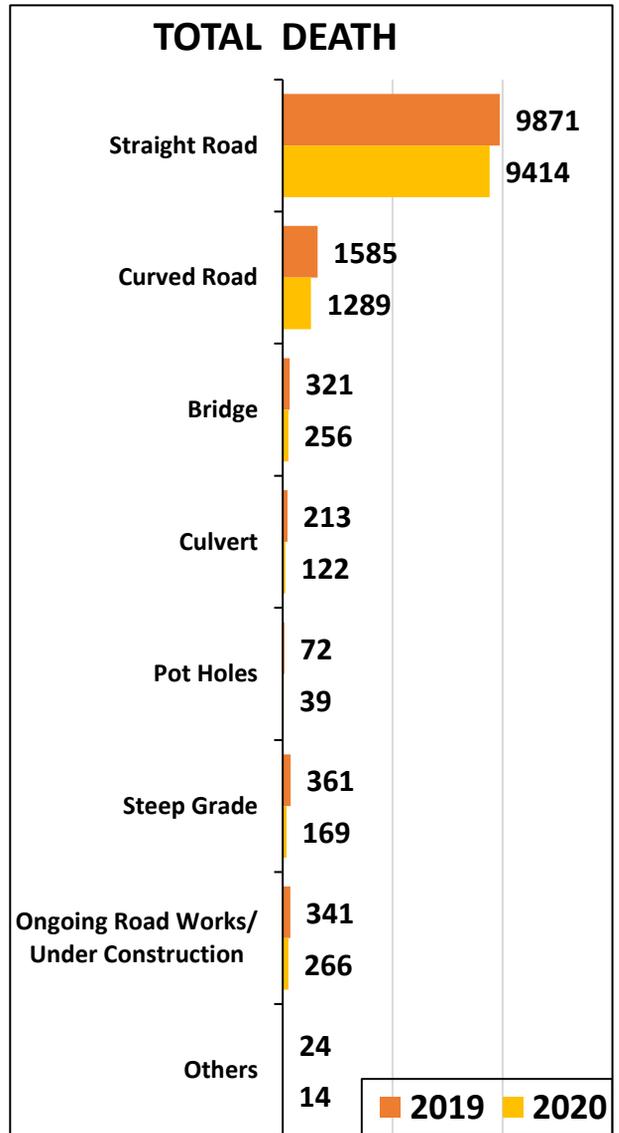
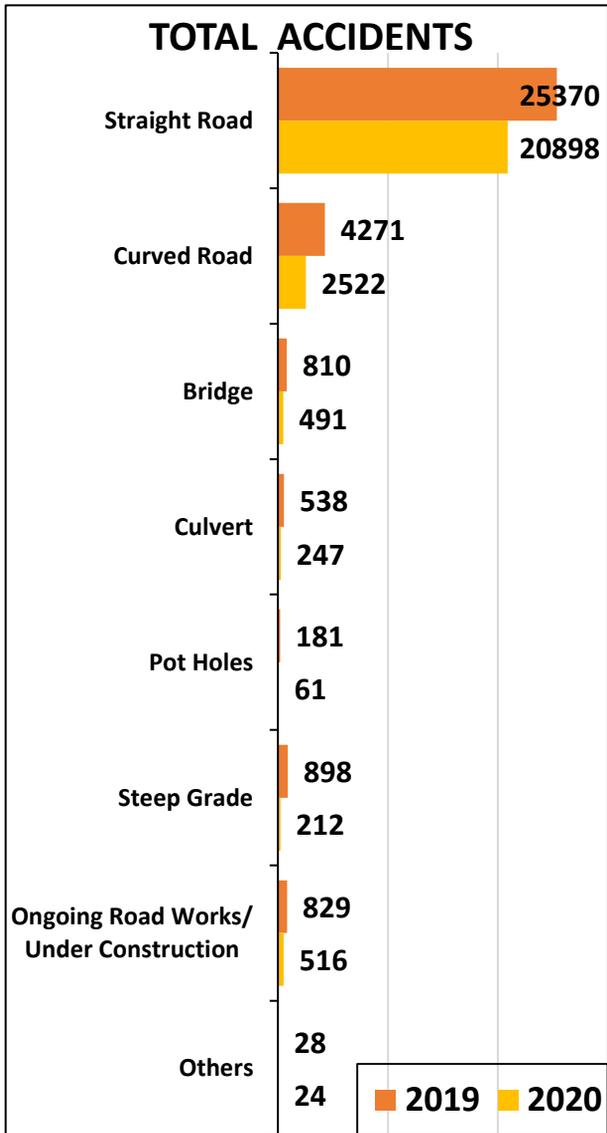
ROAD ACCIDENTS ACCORDING TO TYPES OF ROAD



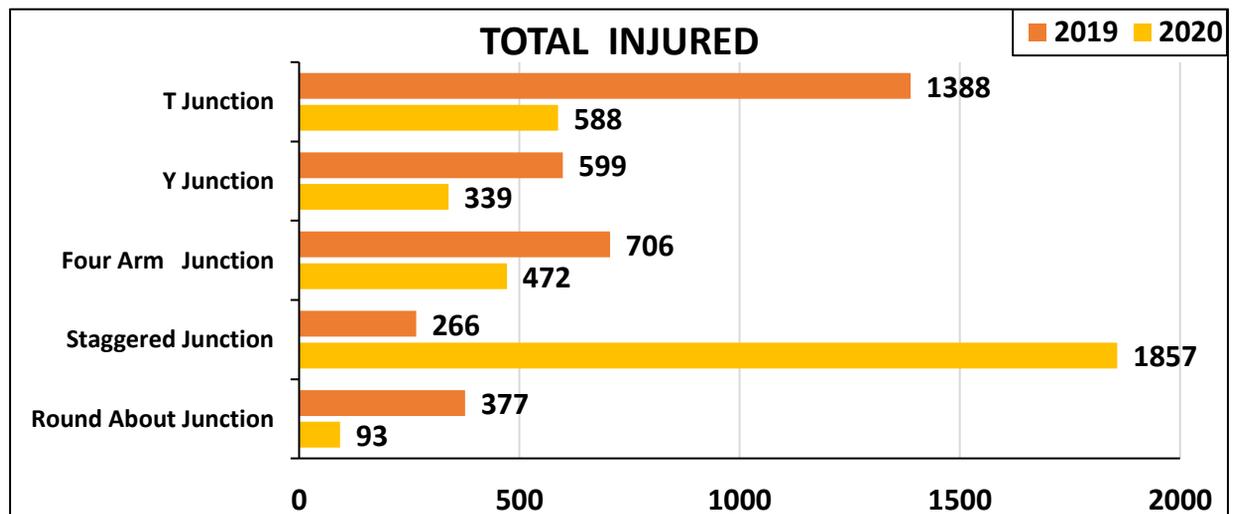
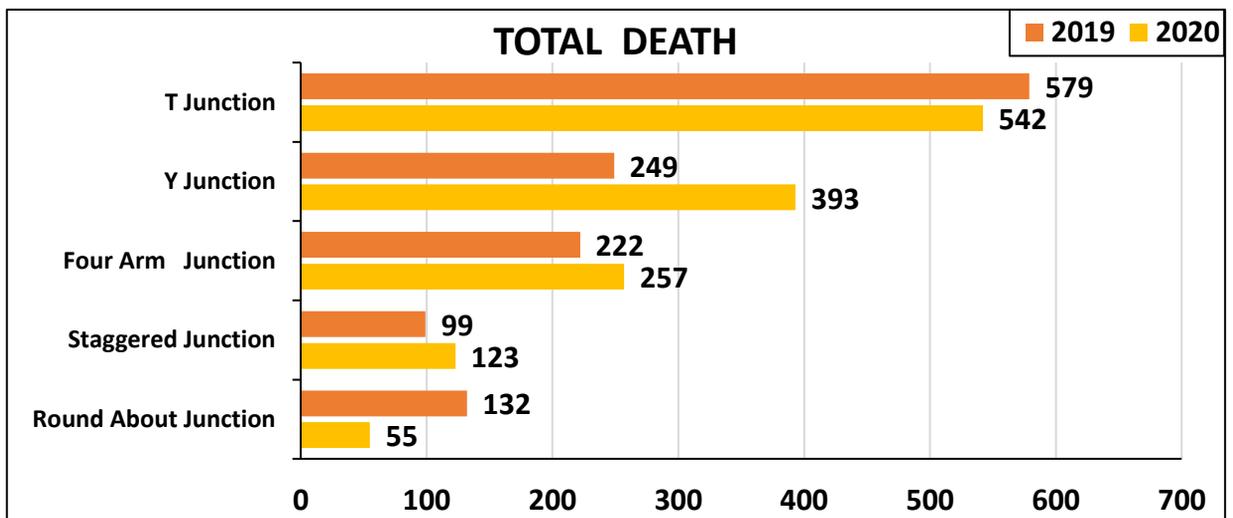
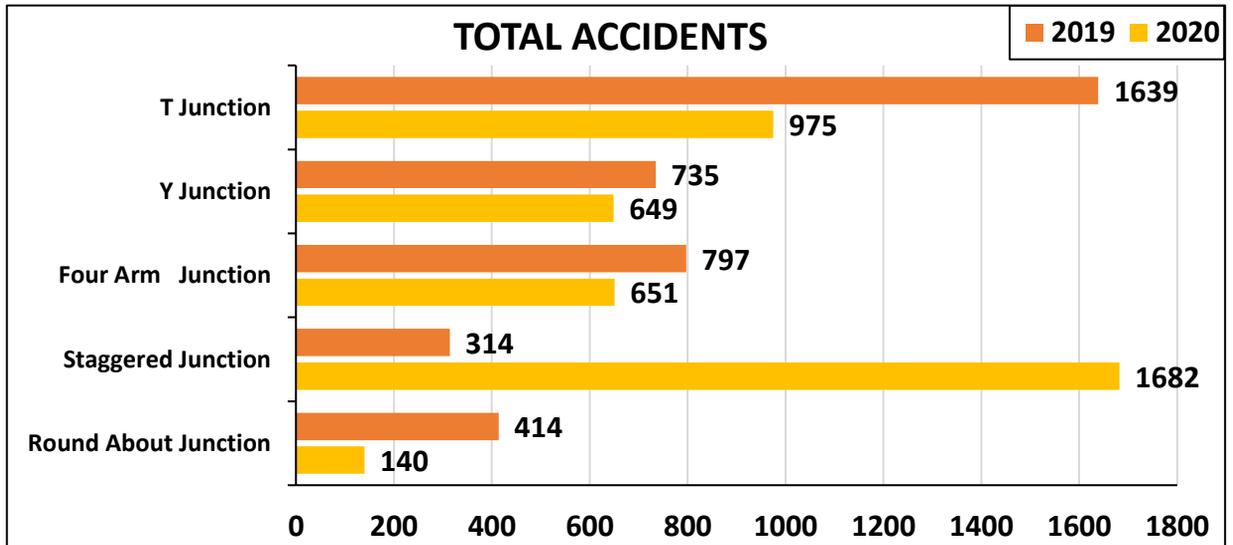
ROAD ACCIDENTS ACCORDING TO ROAD ENVIRONMENT



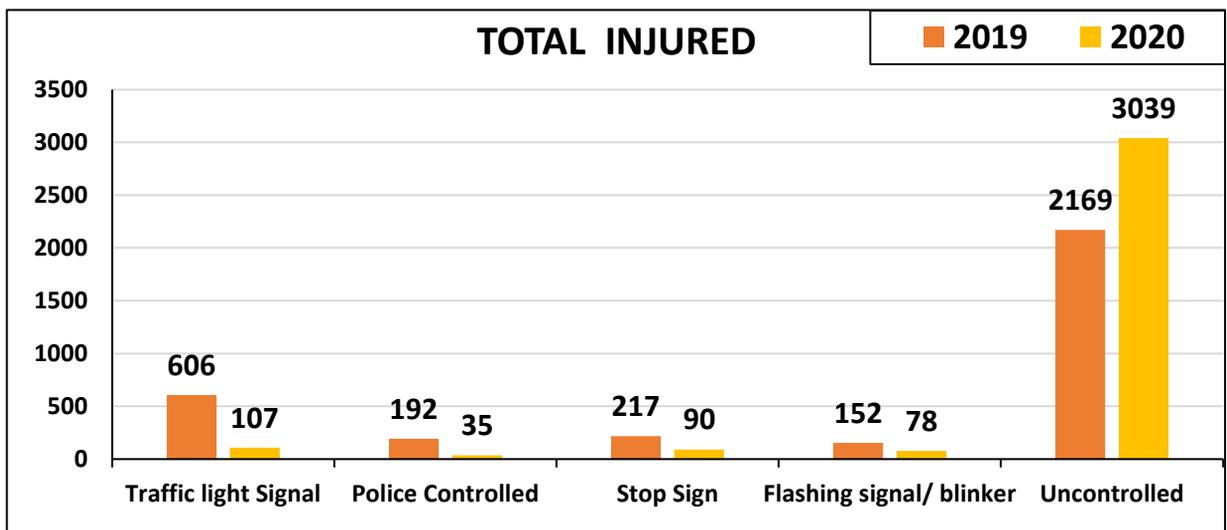
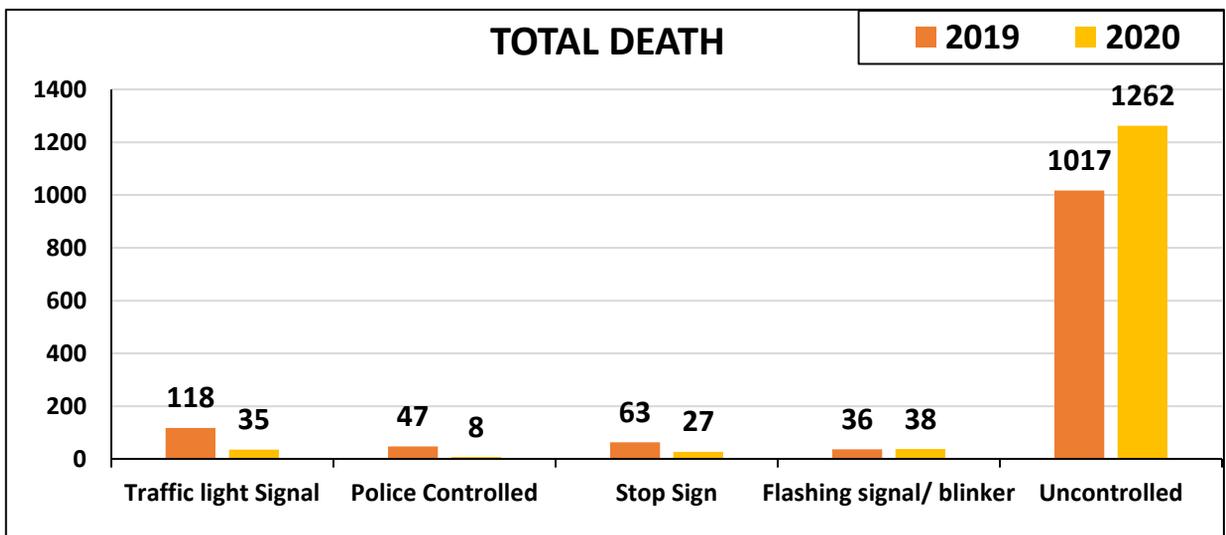
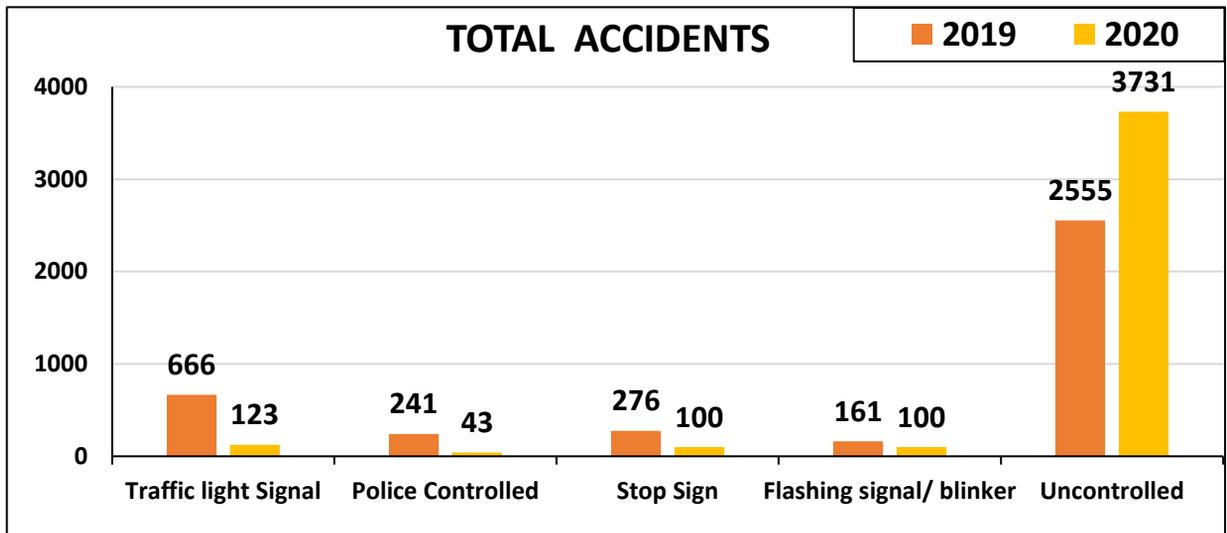
ROAD ACCIDENTS ACCORDING TO ROAD FEATURES



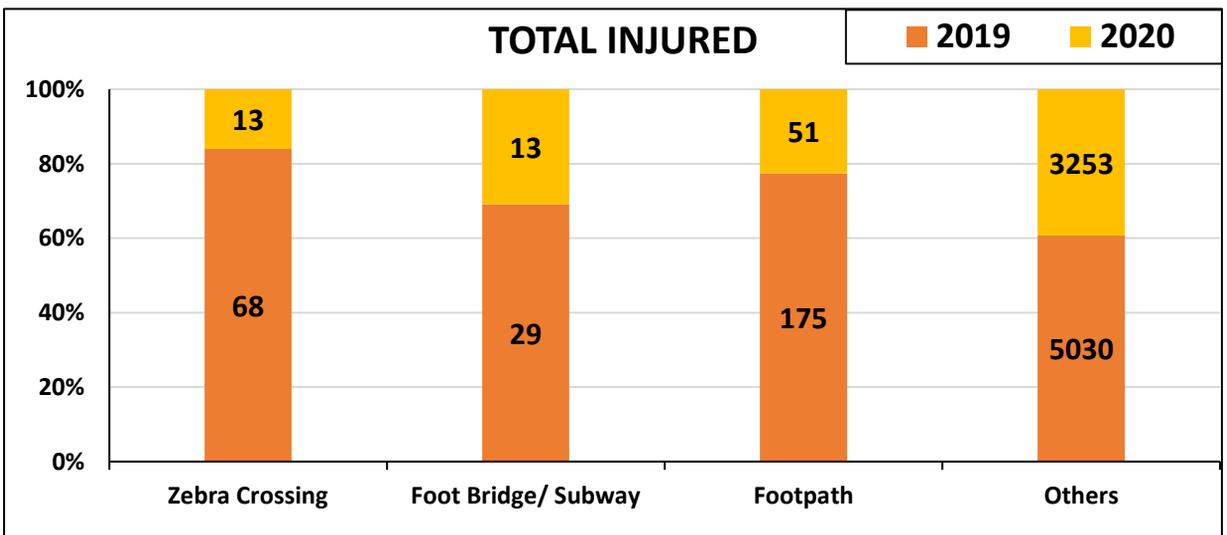
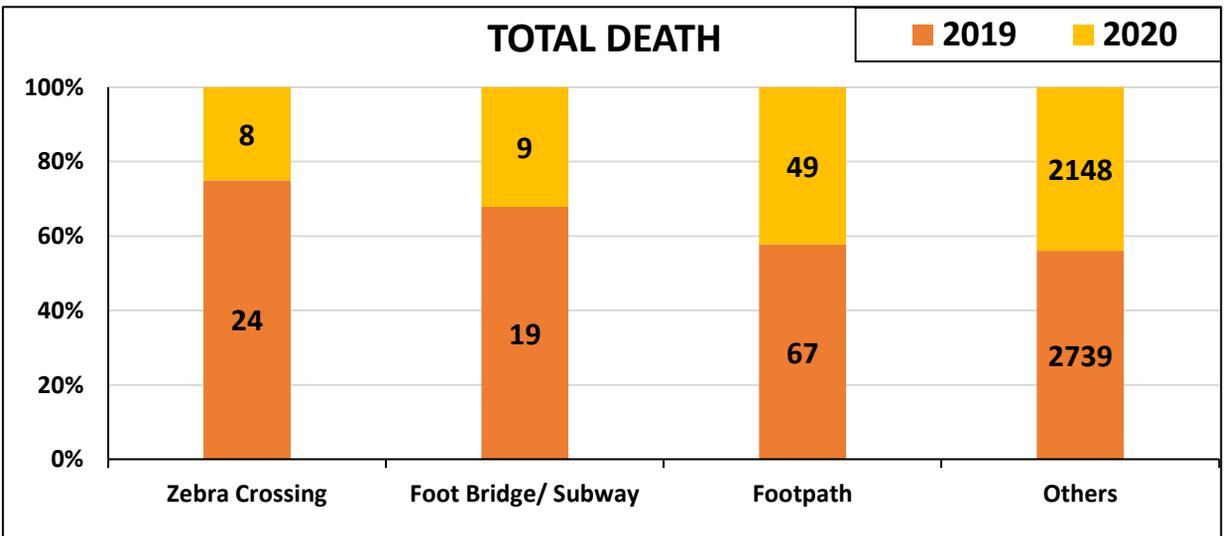
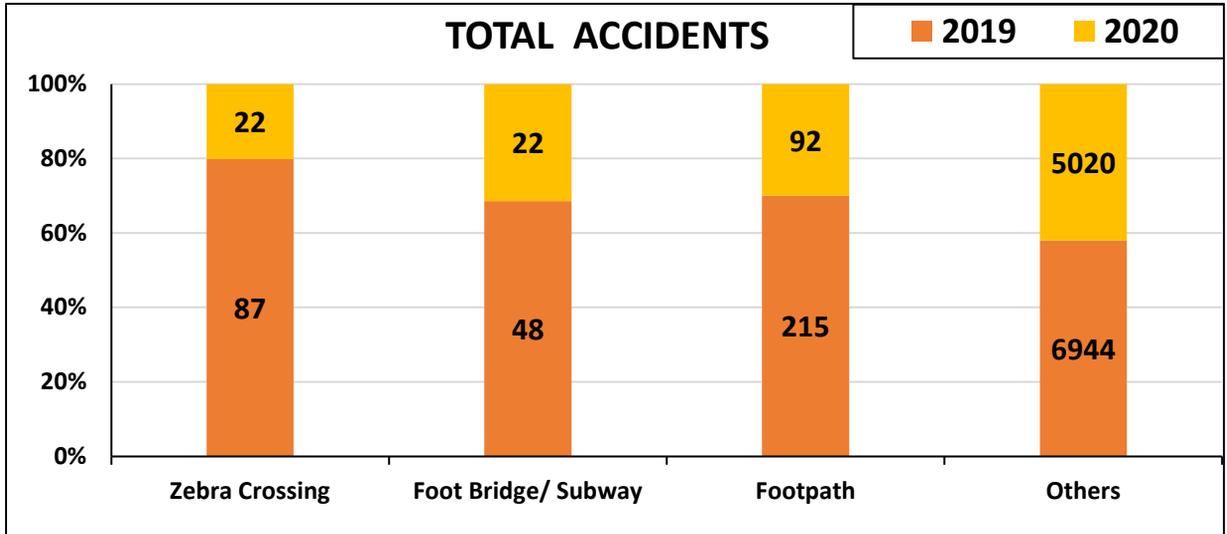
ROAD ACCIDENTS ACCORDING TO ROAD JUNCTION TYPE



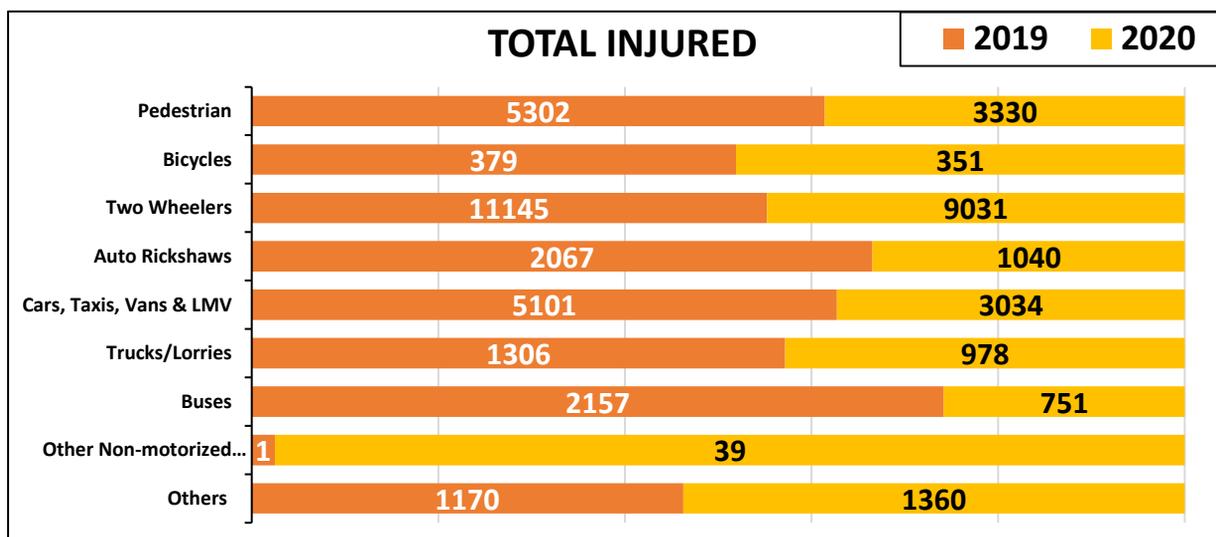
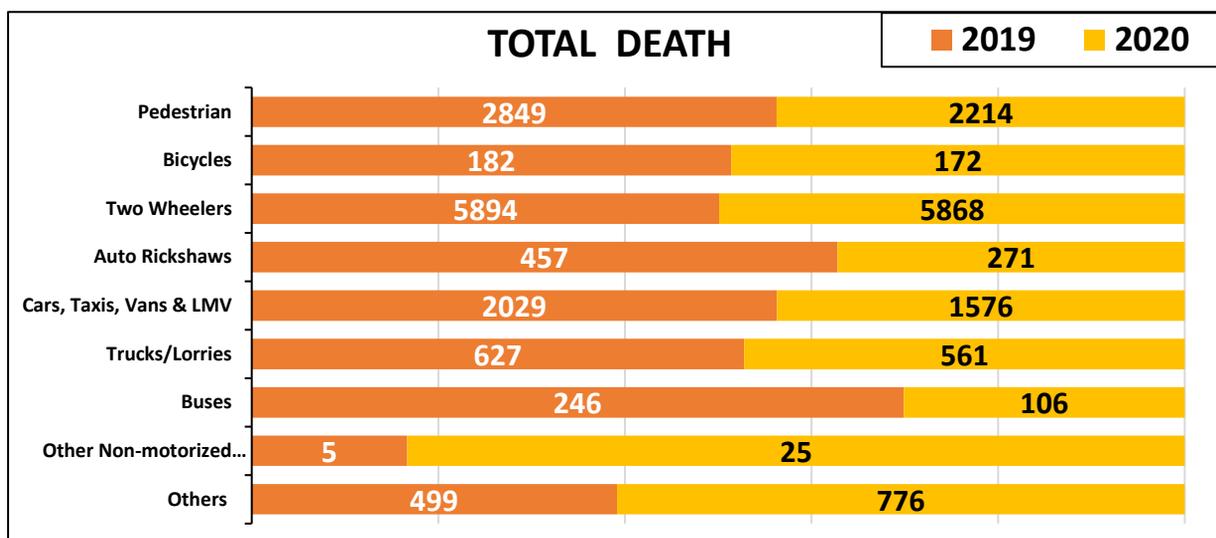
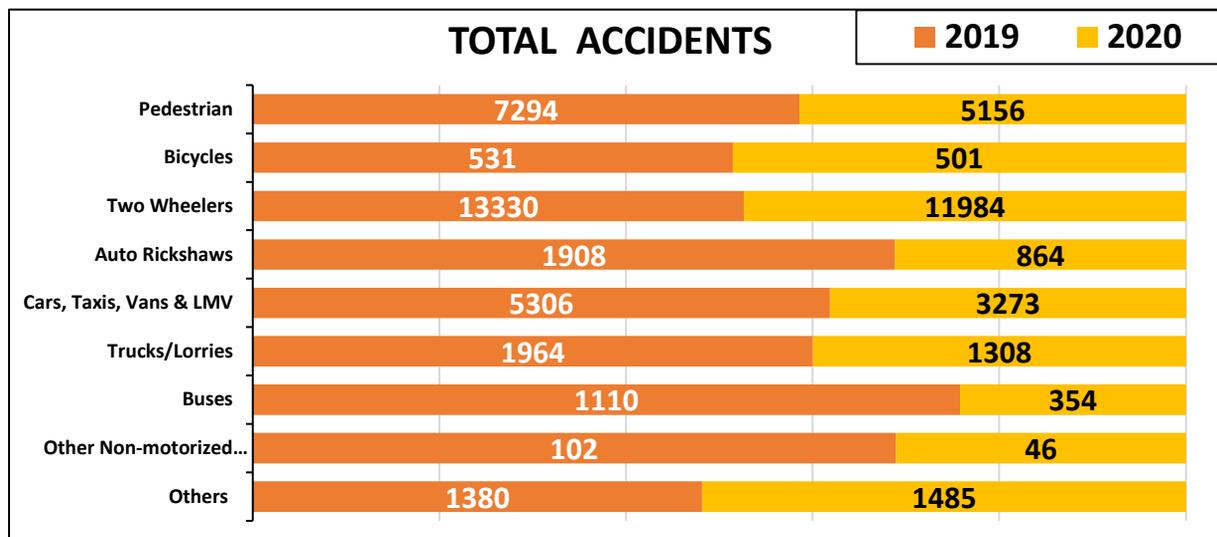
ROAD ACCIDENTS ACCORDING TO TRAFFIC CONTROL AT JUNCTION



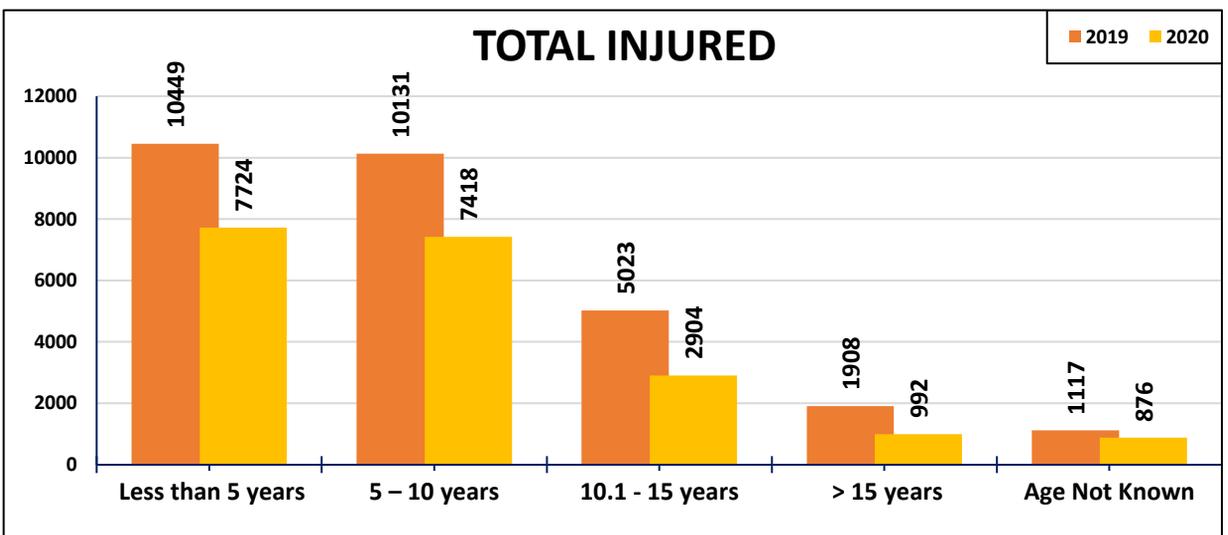
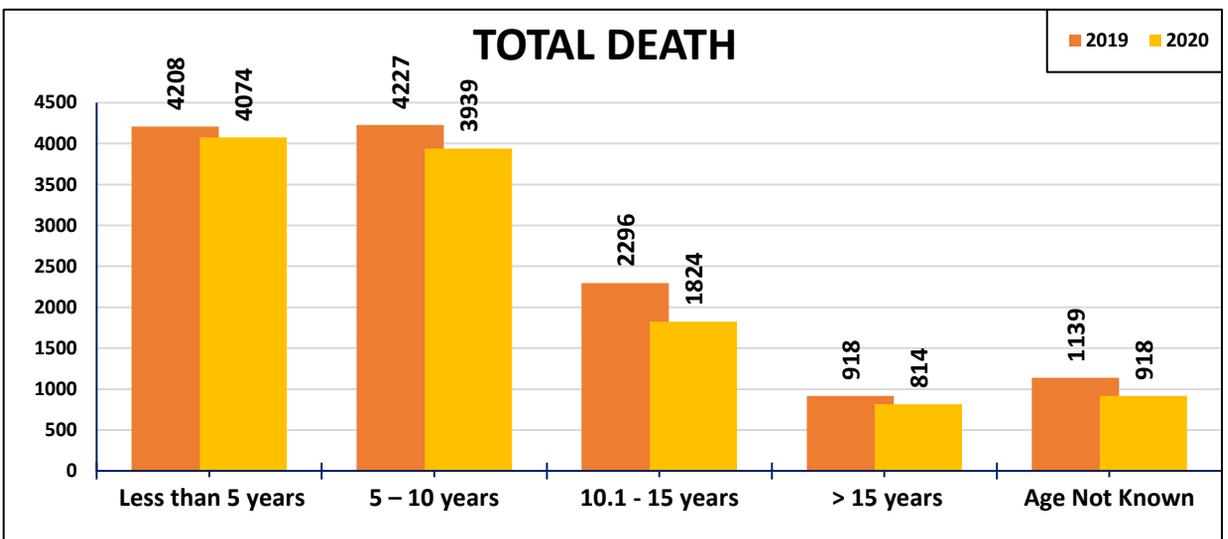
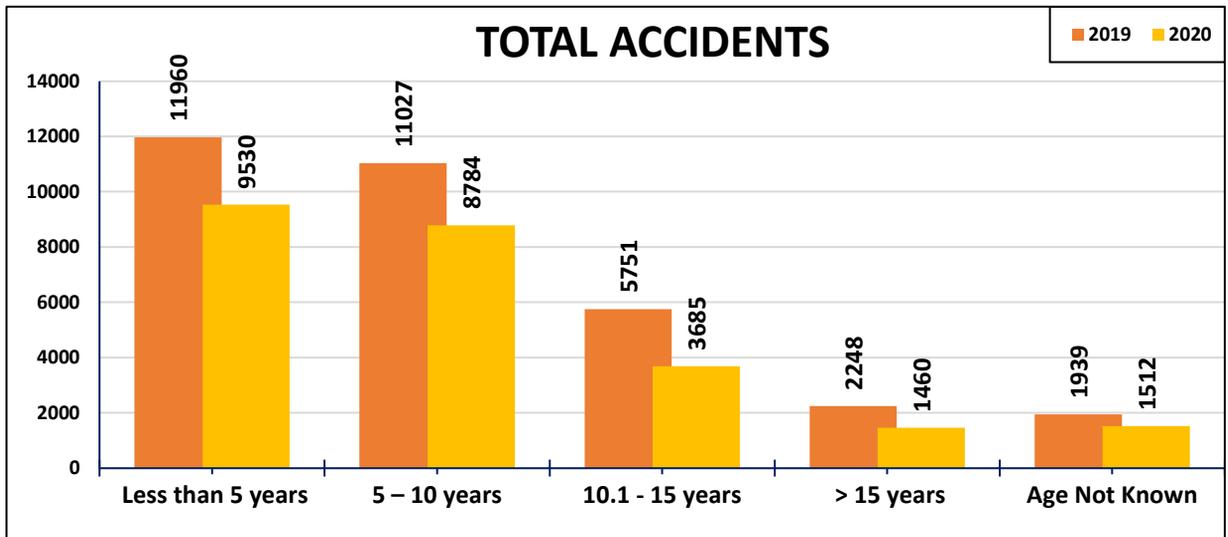
ROAD ACCIDENTS ACCORDING TO PEDESTRIAN INFRASTRUCTURE



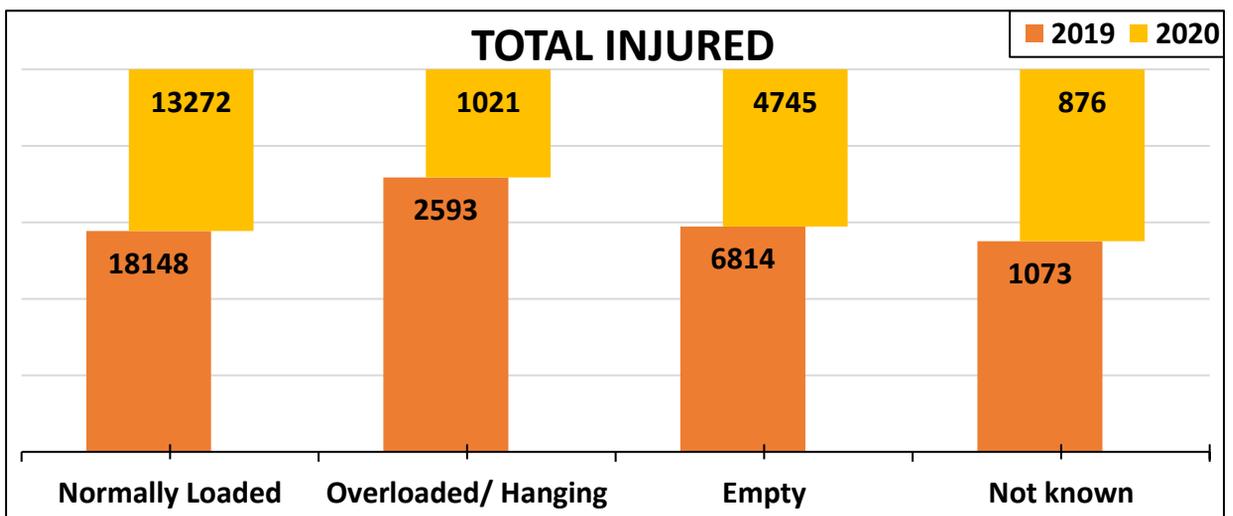
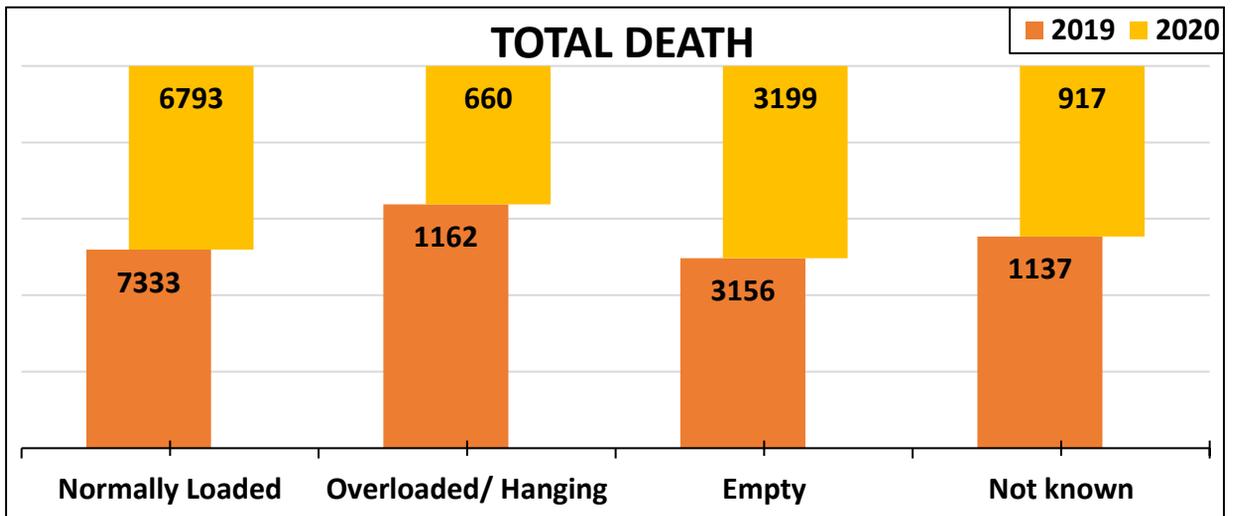
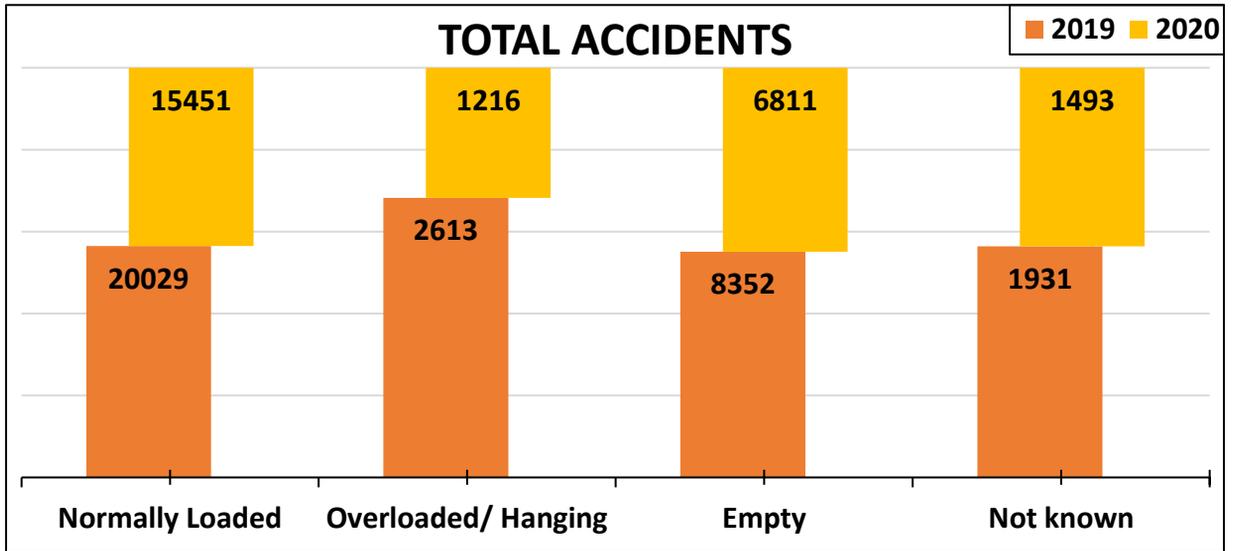
ROAD ACCIDENTS ACCORDING TO IMPACTING VEHICLE



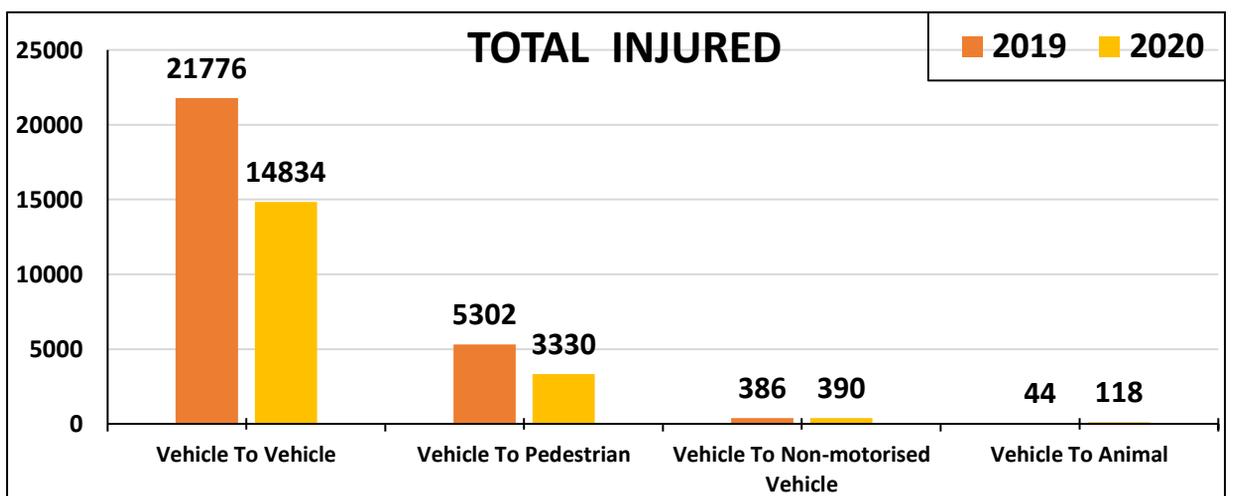
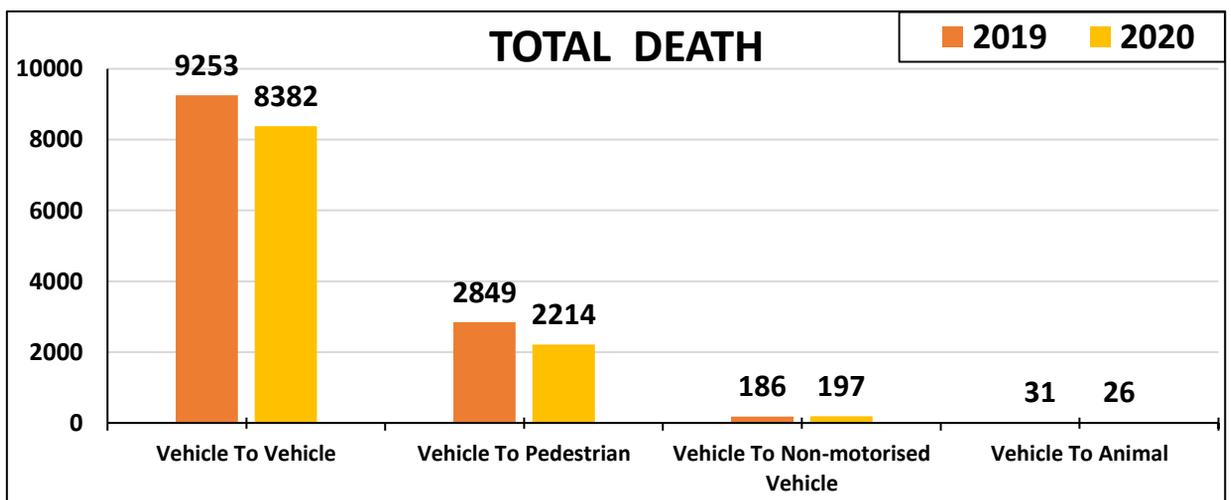
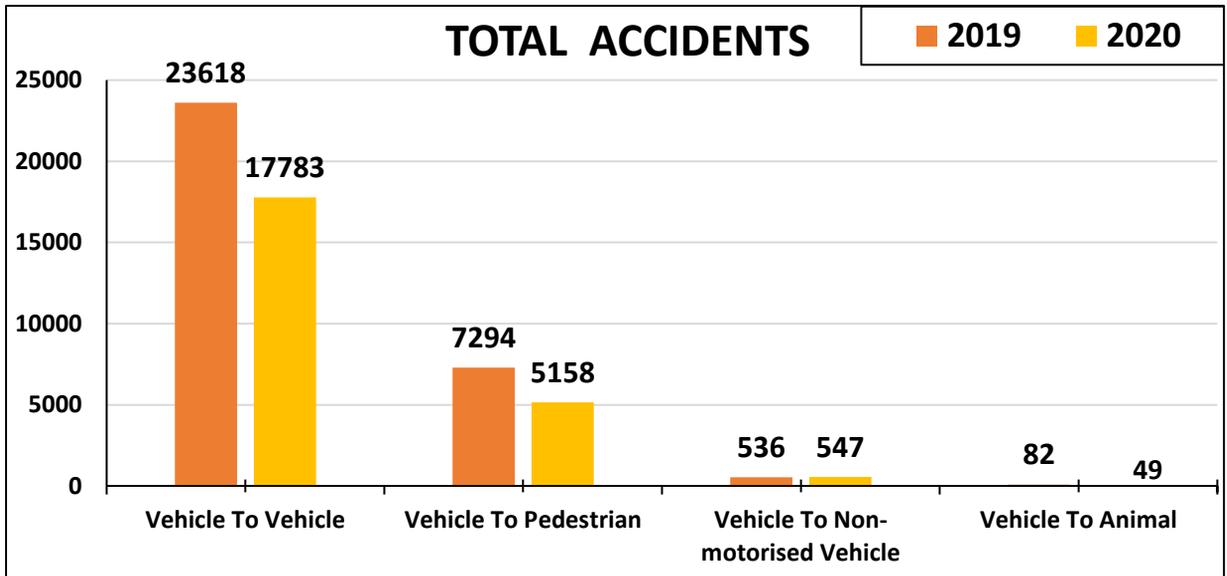
ACCIDENTS CLASSIFIED ACCORDING TO AGE OF IMPACTING VEHICLES



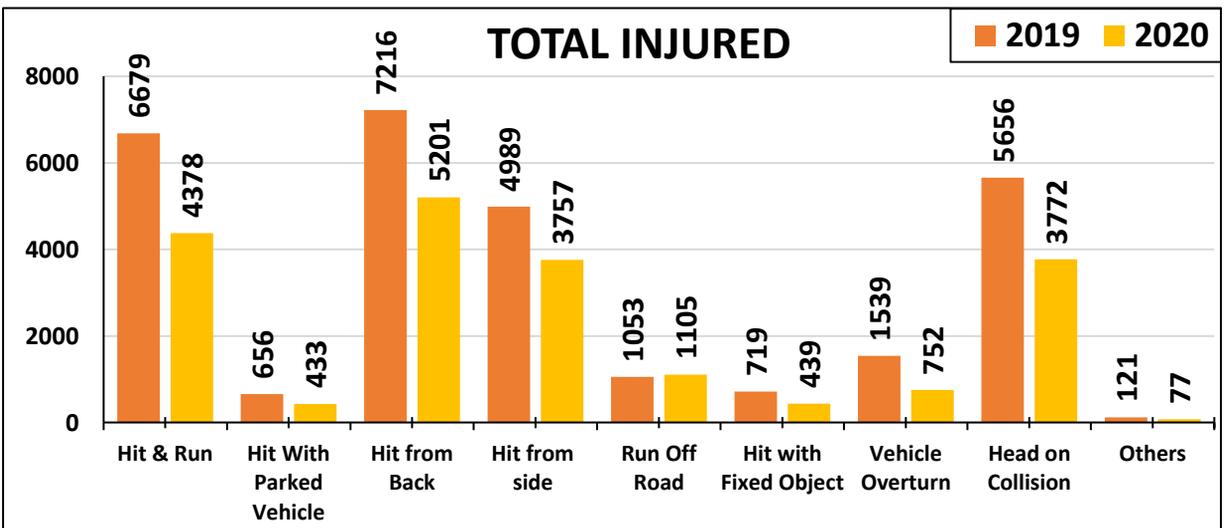
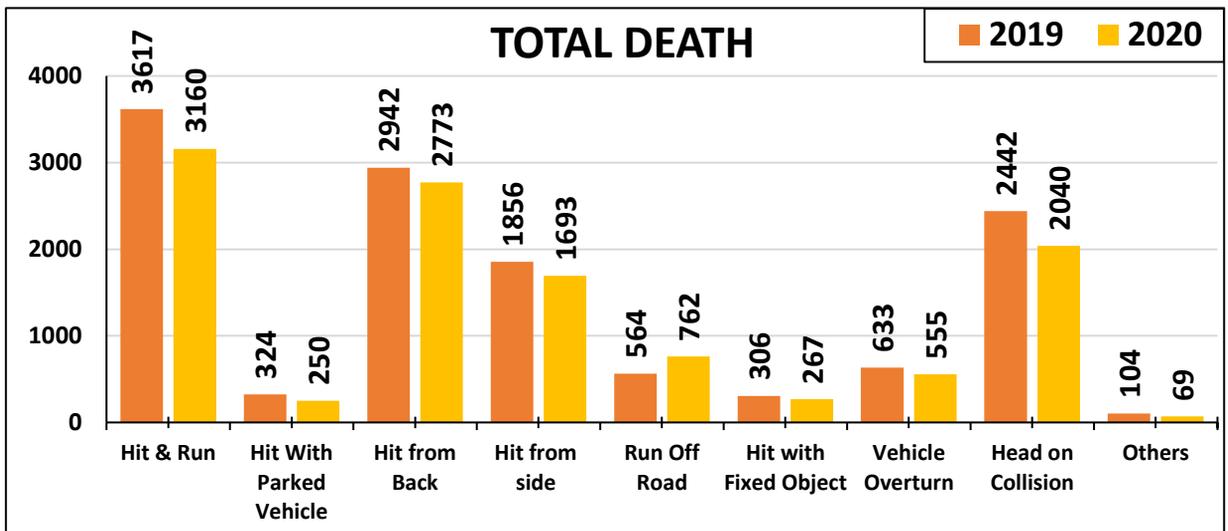
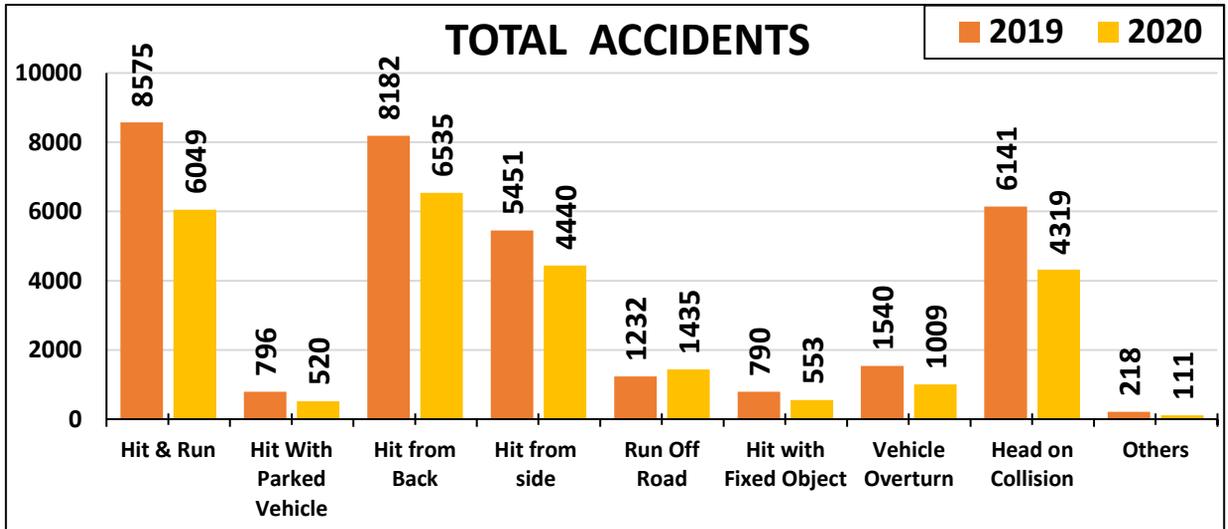
ACCIDENTS CLASSIFIED ACCORDING TO LOAD CONDITION OF INVOLVED VEHICLE



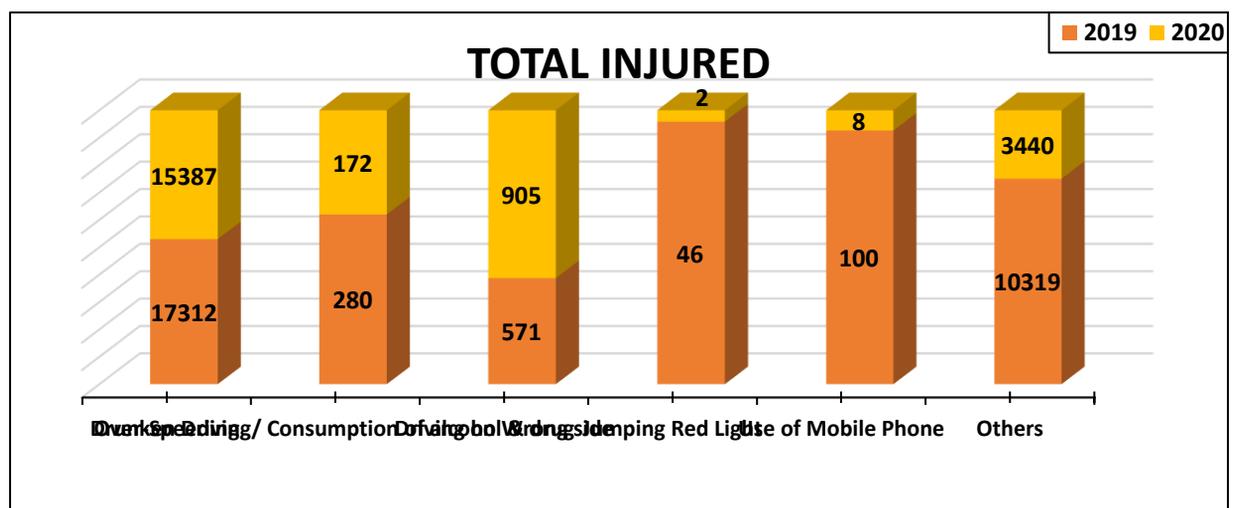
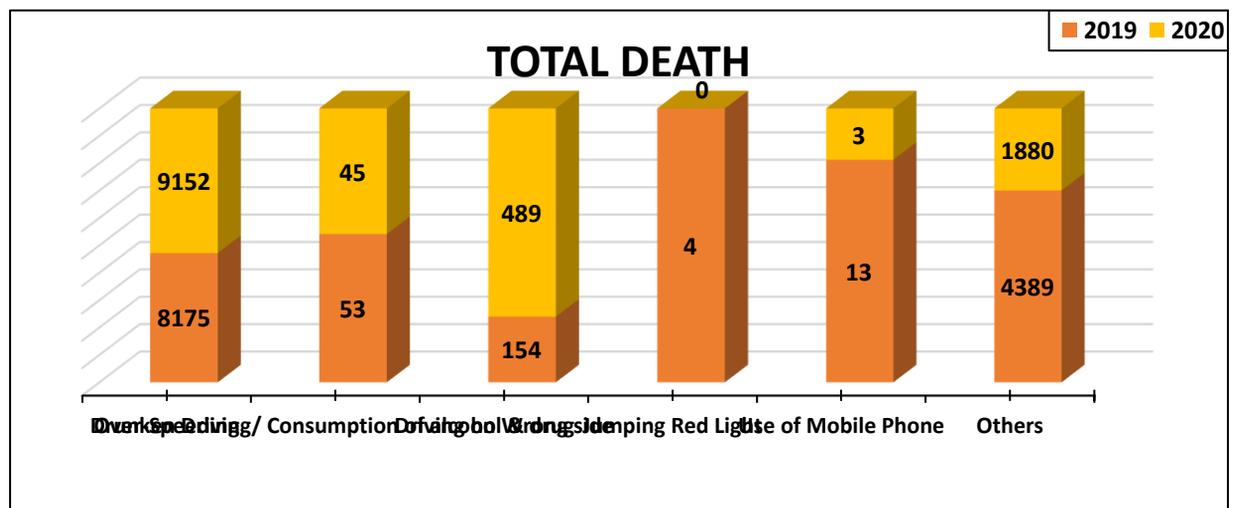
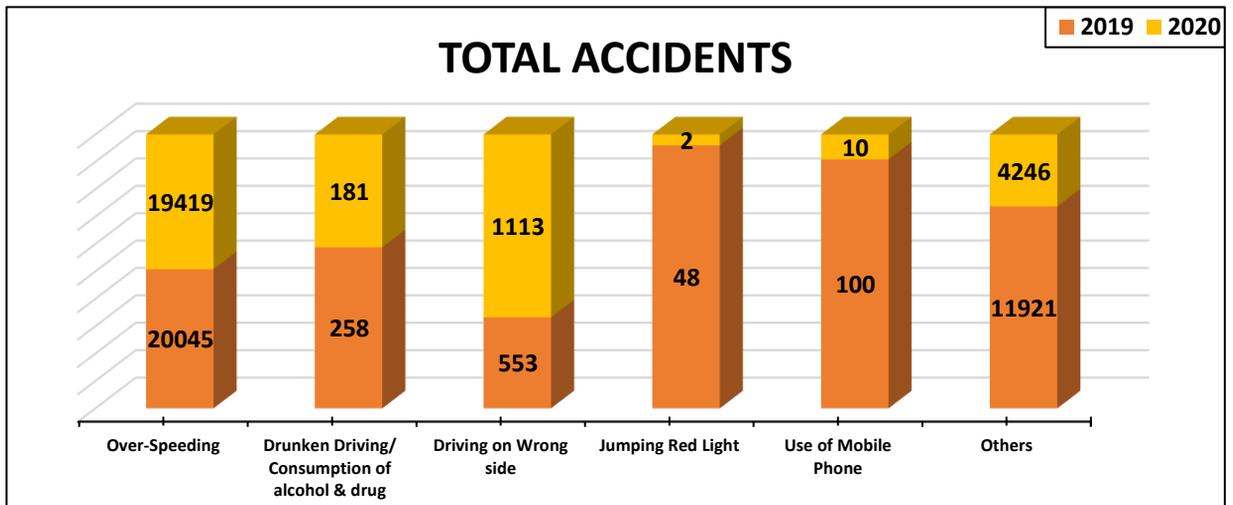
ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION



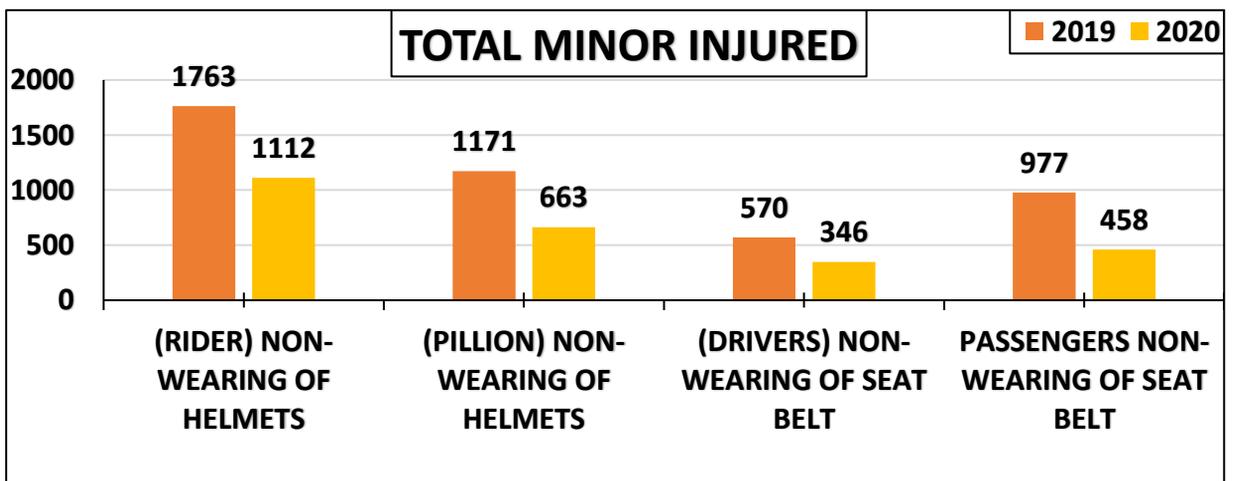
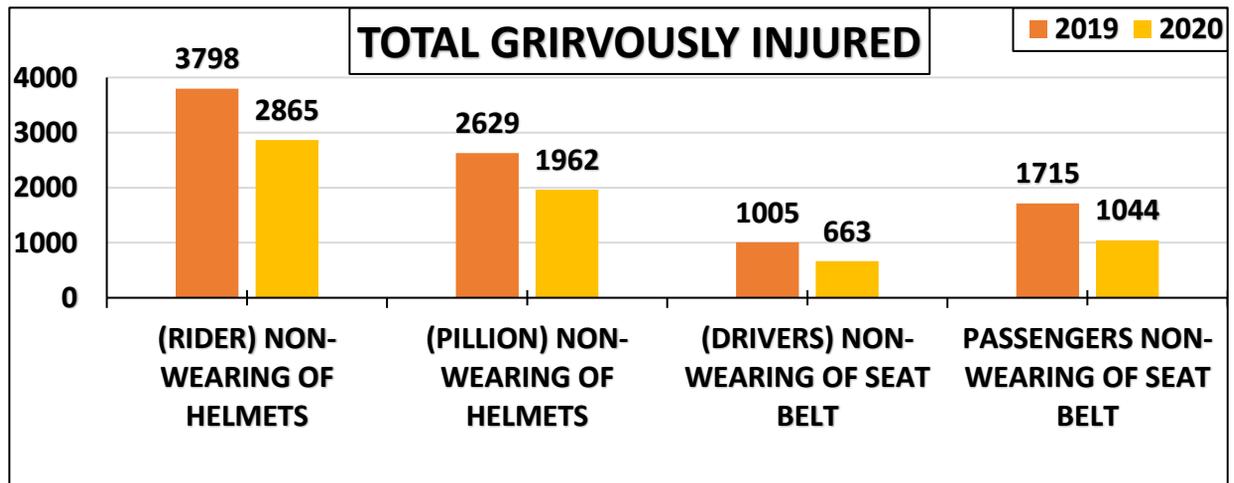
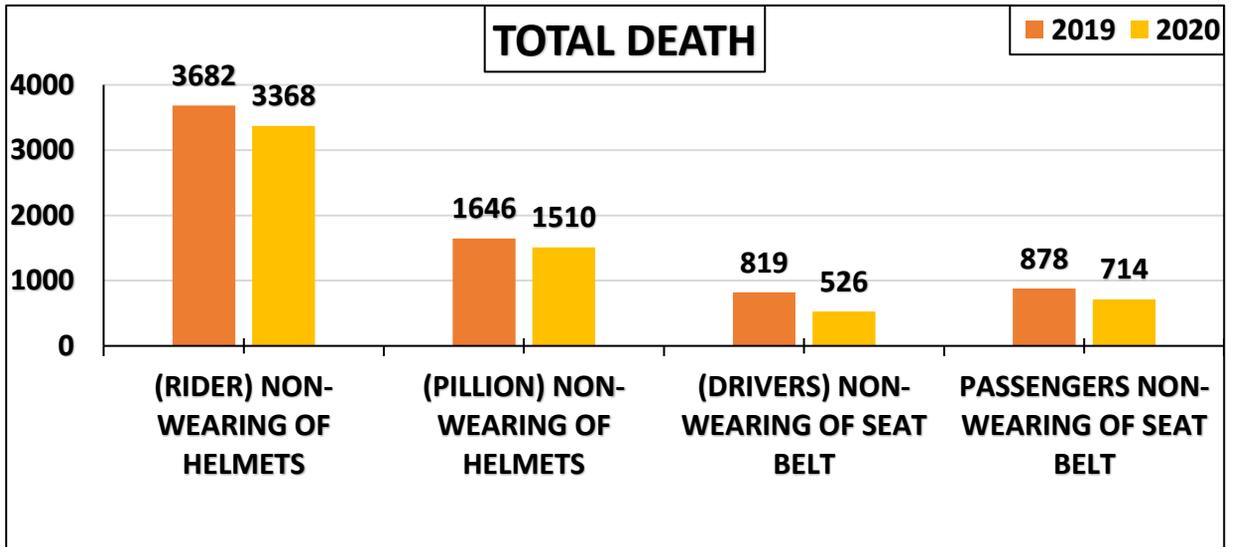
ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION



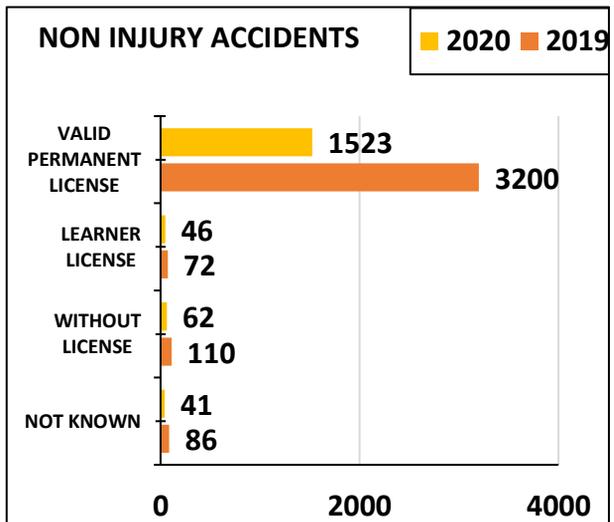
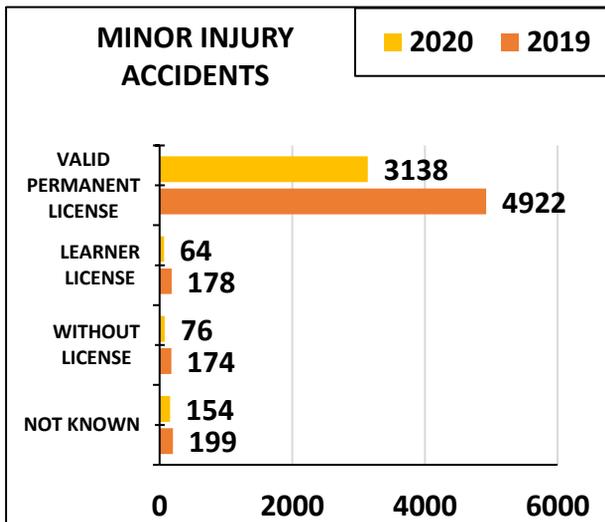
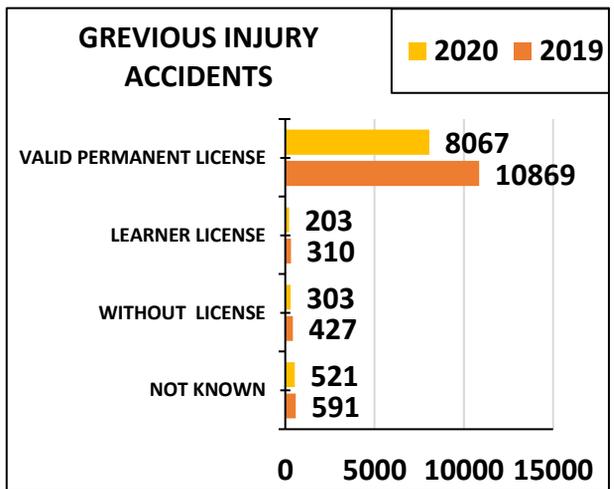
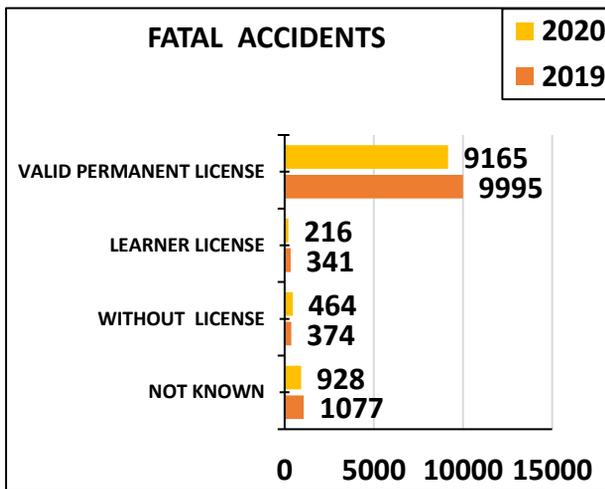
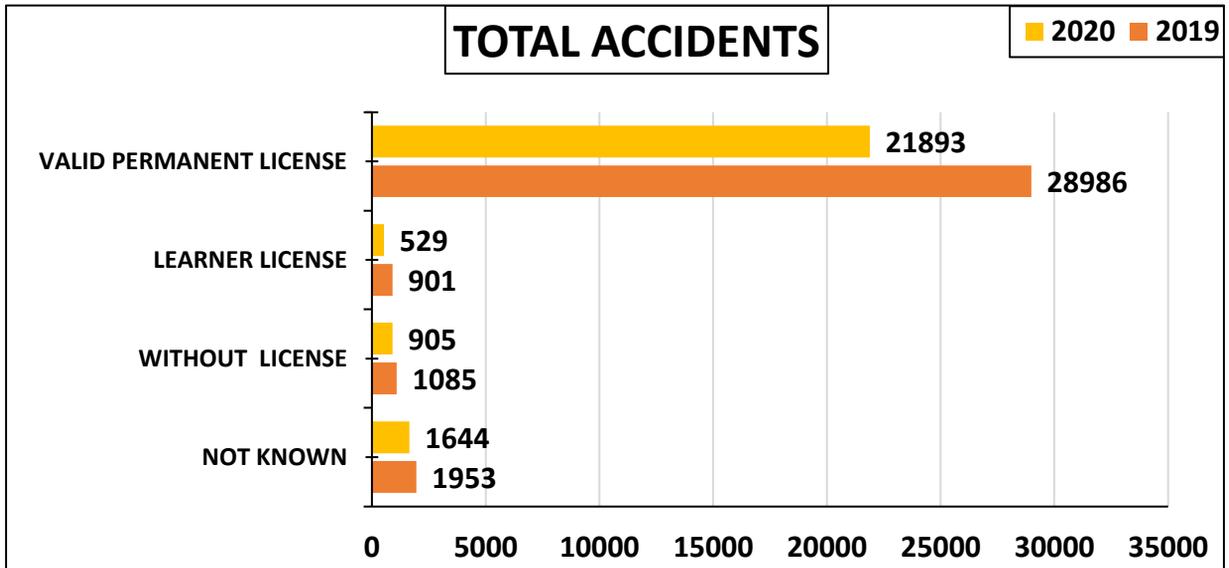
ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF TRAFFIC VIOLATIONS



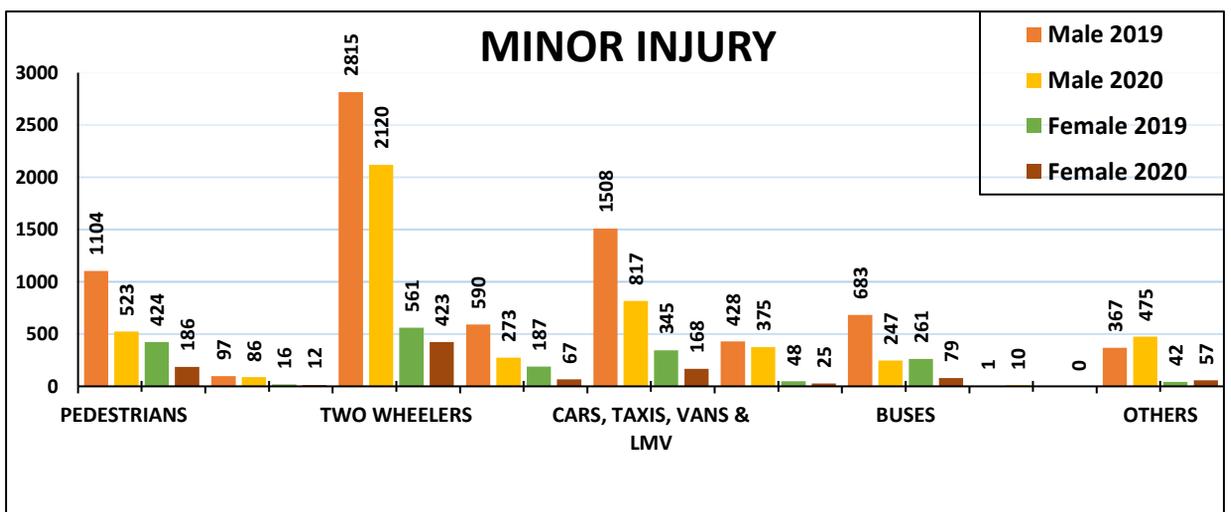
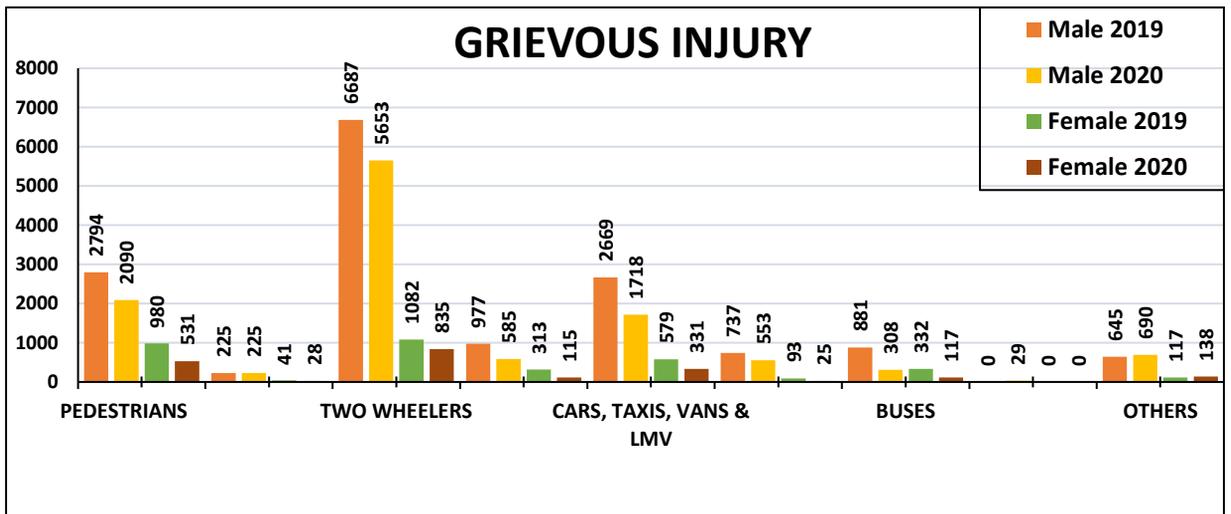
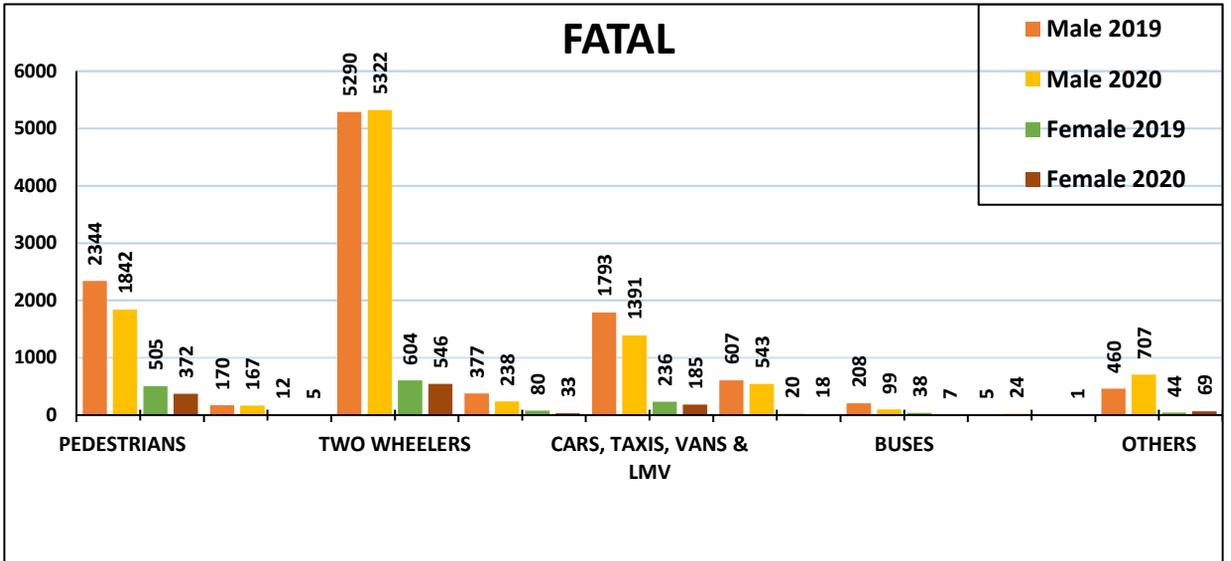
ACCIDENTS CLASSIFIED ACCORDING TO NON-USE OF SAFETY DEVICE BY VICTIM



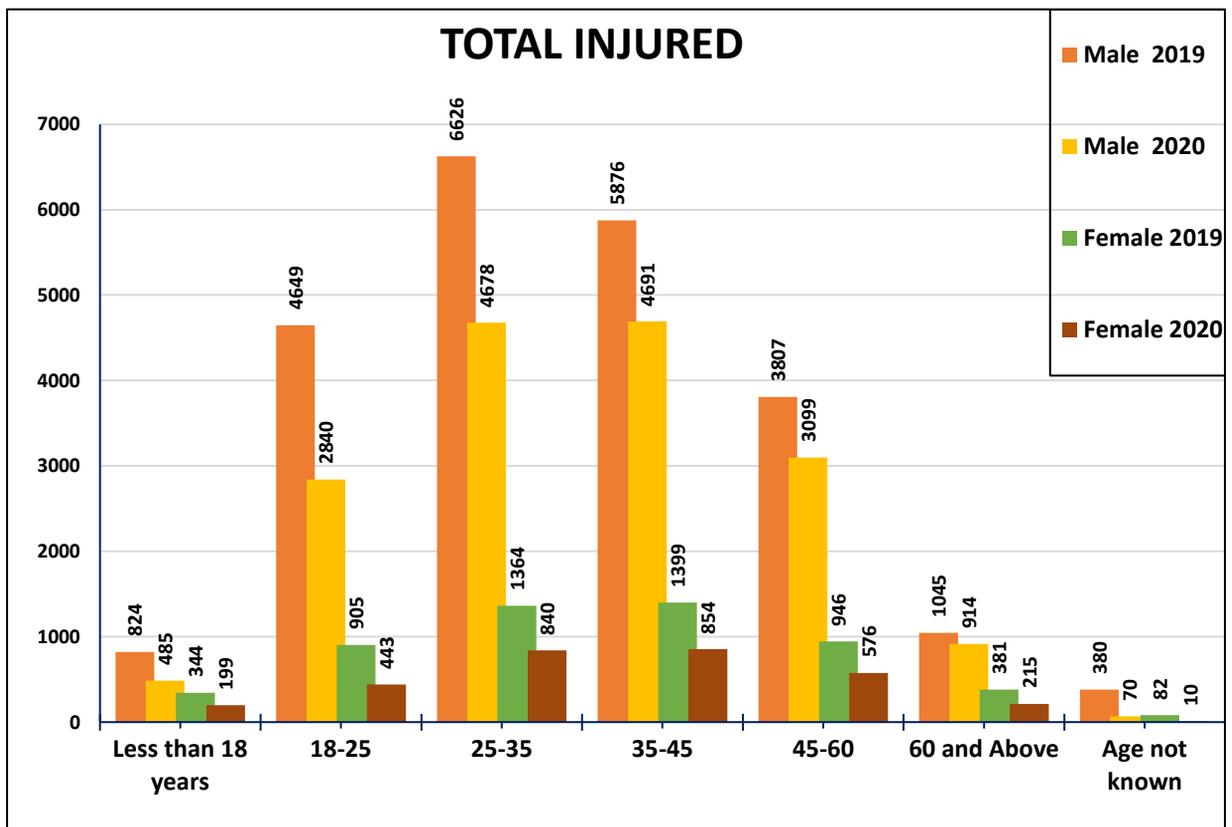
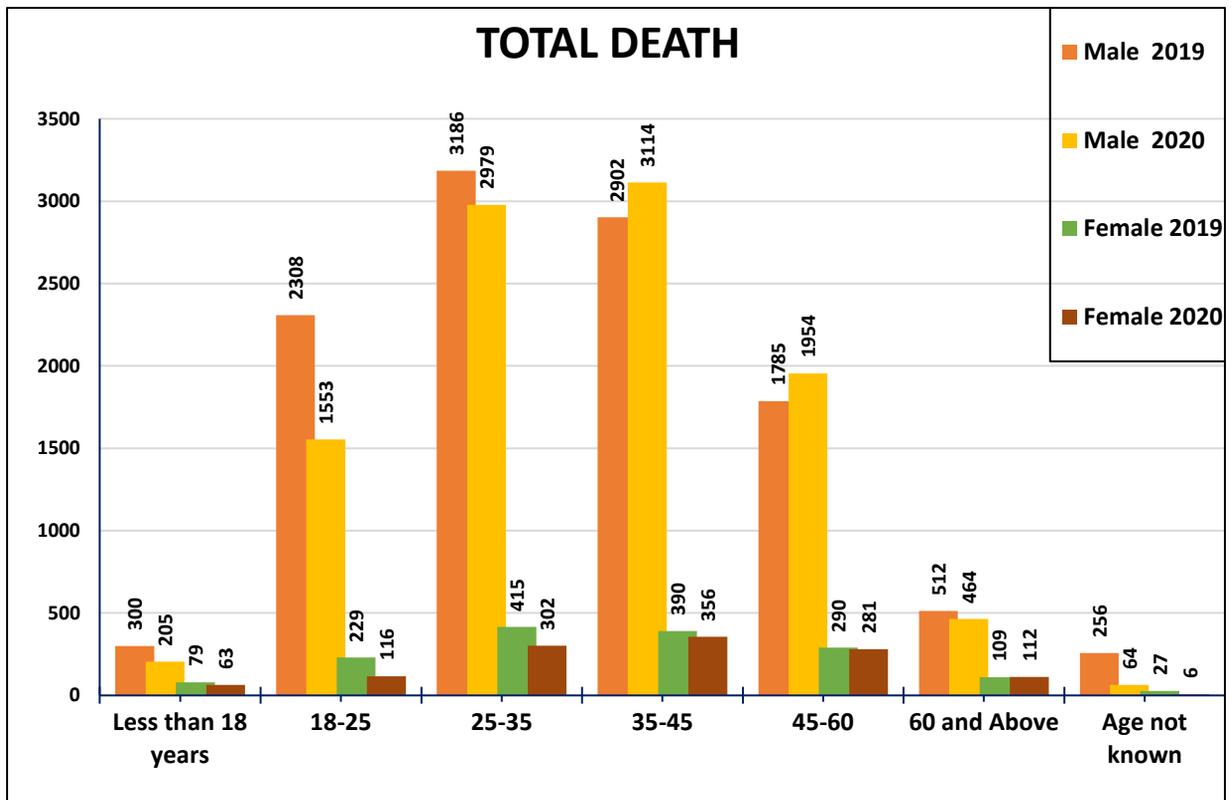
ACCIDENTS CLASSIFIED ACCORDING TO LICENSE OF DRIVERS



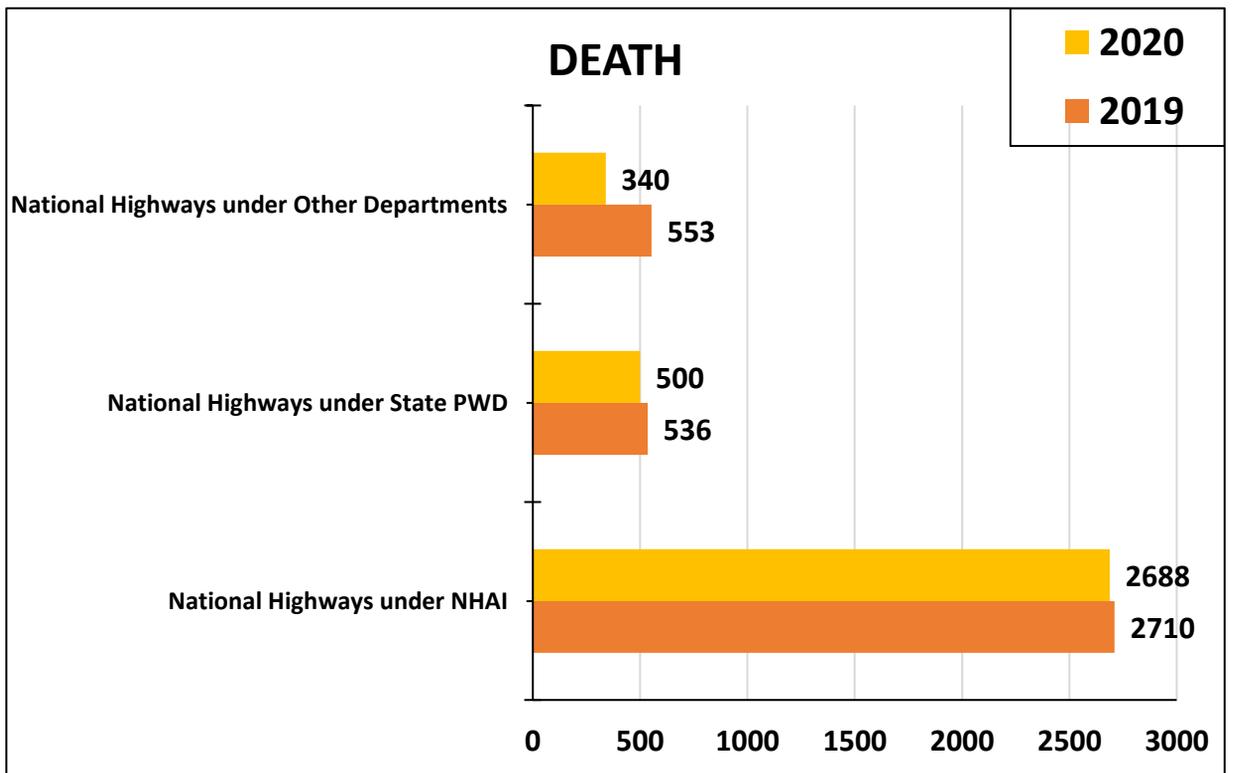
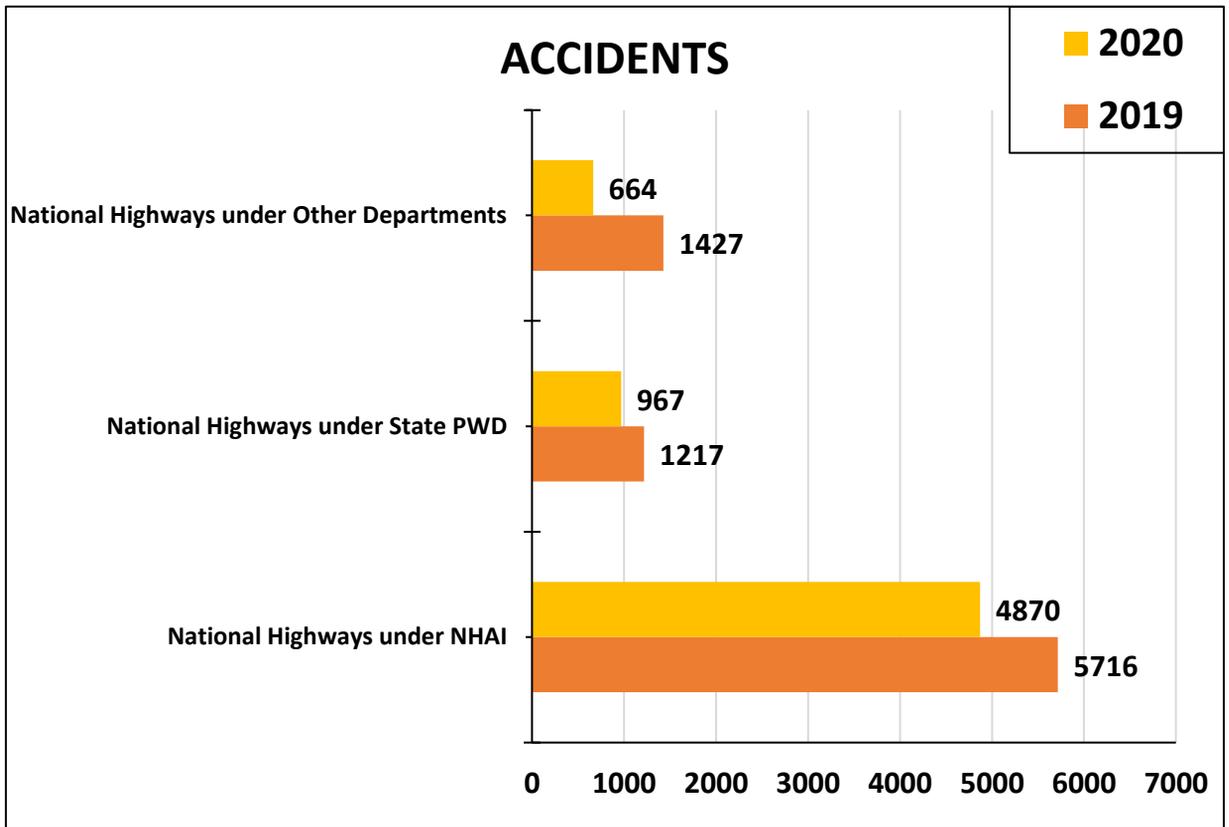
ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF ROAD USER

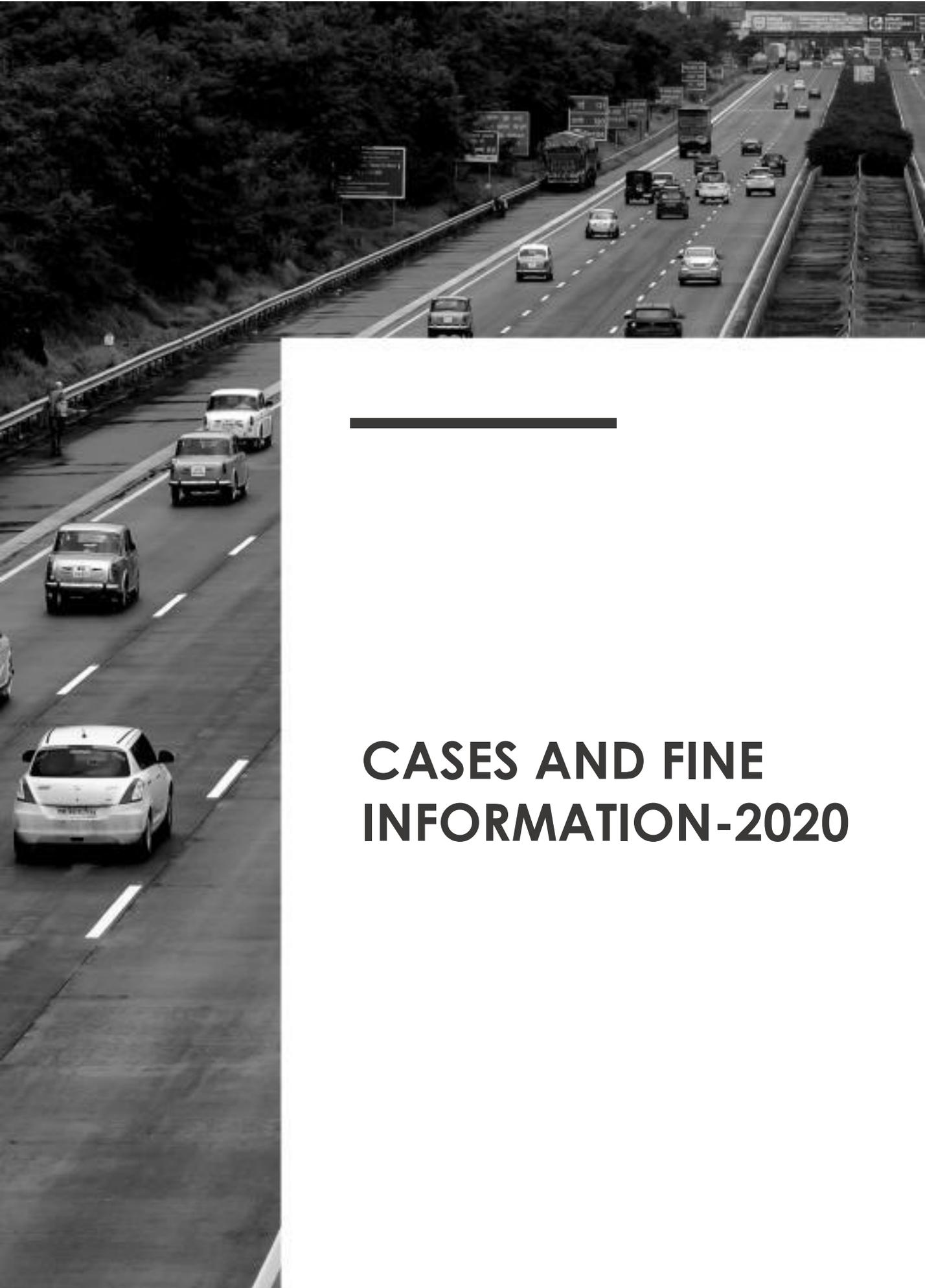


ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF VICTIMS, AGE AND SEX



ACCIDENTS & FATALITIES OCCURRED ON NATIONAL HIGHWAY





CASES AND FINE INFORMATION-2020

CASES AND FINE INFORMATION-2020

| Sr. No. | District | Without valid permit (Sec 66 (I) r/w Sec 192 (A) MVA) | | Violation of permit conditions (Sec 66 (I) r/w Sec 192 (A) MVA) | | Driving Without valid License Below 16 Years of Age (Sec 4(1)/181 MVA) | | Driving Without valid License (Sec 3(1)/181 MVA) | | Carrying Hazardous or Dangerous Goods (Sec 190 (3) MV ACT) | |
|--------------|--------------------|--|-----------------|---|-------------|---|----------------|--|------------------|---|----------------|
| | | Cases | Fine | Cases | Fine | Cases | Fine | Cases | Fine | Cases | Fine |
| 1 | Ahmednagar | 5 | 25000 | 0 | 0 | 96 | 48000 | 5476 | 2738000 | 0 | 0 |
| 2 | Akola | 797 | 3985000 | 0 | 0 | 0 | 0 | 368 | 184000 | 0 | 0 |
| 3 | Amravati (C) | 89 | 445000 | 0 | 0 | 36 | 18000 | 861 | 430500 | 0 | 0 |
| 4 | Amravati (R) | 867 | 4335000 | 0 | 0 | 139 | 69500 | 783 | 391500 | 0 | 0 |
| 5 | Aurangabad (C) | 18 | 90000 | 0 | 0 | 42 | 21000 | 13197 | 6598500 | 0 | 0 |
| 6 | Aurangabad (R) | 280 | 1400000 | 0 | 0 | 2 | 1000 | 1924 | 962000 | 1 | 3000 |
| 7 | Beed | 294 | 1470000 | 0 | 0 | 38 | 19000 | 2689 | 1344500 | 0 | 0 |
| 8 | Bhandara | 40 | 200000 | 0 | 0 | 5 | 2500 | 973 | 486500 | 0 | 0 |
| 9 | Buldhana | 1604 | 8020000 | 0 | 0 | 15 | 7500 | 916 | 458000 | 0 | 0 |
| 10 | Chandrapur | 189 | 945000 | 0 | 0 | 17 | 8500 | 2161 | 1080500 | 0 | 0 |
| 11 | Dhule | 173 | 865000 | 1 | 2000 | 6 | 3000 | 513 | 256500 | 0 | 0 |
| 12 | Gadchiroli | 29 | 145000 | 0 | 0 | 1 | 500 | 423 | 211500 | 0 | 0 |
| 13 | Gondia | 21 | 105000 | 0 | 0 | 1 | 500 | 263 | 131500 | 0 | 0 |
| 14 | Hingoli | 4 | 20000 | 0 | 0 | 8 | 4000 | 3497 | 1748500 | 0 | 0 |
| 15 | Jalgaon | 2 | 10000 | 0 | 0 | 16 | 8000 | 1175 | 587500 | 0 | 0 |
| 16 | Jalna | 170 | 850000 | 0 | 0 | 17 | 8500 | 2045 | 1022500 | 1 | 3000 |
| 17 | Kolhapur | 103 | 515000 | 0 | 0 | 31 | 15500 | 3638 | 1819000 | 1 | 3000 |
| 18 | Latur | 27 | 135000 | 0 | 0 | 106 | 53000 | 13533 | 6766500 | 1 | 3000 |
| 19 | Mumbai Police Stn. | 30 | 150000 | 0 | 0 | 116 | 58000 | 33868 | 16934000 | 97 | 291000 |
| 20 | Mumbai Traffic | 135 | 675000 | 0 | 0 | 457 | 228500 | 55426 | 27713000 | 345 | 1035000 |
| 21 | Nagpur (C) | 6 | 30000 | 0 | 0 | 33 | 16500 | 60873 | 30436500 | 0 | 0 |
| 22 | Nagpur (R) | 2 | 10000 | 0 | 0 | 0 | 0 | 273 | 136500 | 0 | 0 |
| 23 | Nanded | 68 | 340000 | 0 | 0 | 194 | 97000 | 23782 | 11891000 | 2 | 6000 |
| 24 | Nandurbar | 0 | 0 | 0 | 0 | 27 | 13500 | 959 | 479500 | 1 | 3000 |
| 25 | Nashik (C) | 0 | 0 | 0 | 0 | 22 | 11000 | 2023 | 1011500 | 1 | 3000 |
| 26 | Nashik (R) | 4 | 20000 | 0 | 0 | 8 | 4000 | 3367 | 1683500 | 0 | 0 |
| 27 | Navi Mumbai | 324 | 1620000 | 0 | 0 | 49 | 24500 | 15623 | 7811500 | 7 | 21000 |
| 28 | Osmanabad | 15 | 75000 | 0 | 0 | 13 | 6500 | 2039 | 1019500 | 0 | 0 |
| 29 | Palghar | 93 | 465000 | 0 | 0 | 103 | 51500 | 11381 | 5690500 | 0 | 0 |
| 30 | Parbhani | 32 | 160000 | 0 | 0 | 169 | 84500 | 6261 | 3130500 | 0 | 0 |
| 31 | Pimpri Chinchwad | 1 | 5000 | 0 | 0 | 143 | 71500 | 24533 | 12266500 | 1 | 3000 |
| 32 | Pune (C) | 12 | 60000 | 0 | 0 | 48 | 24000 | 17842 | 8921000 | 4 | 12000 |
| 33 | Pune (R) | 9 | 45000 | 0 | 0 | 181 | 90500 | 18508 | 9254000 | 1 | 3000 |
| 34 | Raigad | 59 | 295000 | 0 | 0 | 31 | 15500 | 10735 | 5367500 | 0 | 0 |
| 35 | Ratnagiri | 29 | 145000 | 0 | 0 | 28 | 14000 | 2509 | 1254500 | 2 | 6000 |
| 36 | Sangli | 112 | 560000 | 0 | 0 | 57 | 28500 | 8754 | 4377000 | 1 | 3000 |
| 37 | Satara | 36 | 180000 | 0 | 0 | 76 | 38000 | 8335 | 4167500 | 2 | 6000 |
| 38 | Sindhudurg | 7 | 35000 | 0 | 0 | 54 | 27000 | 2002 | 1001000 | 0 | 0 |
| 39 | Solapur (C) | 1 | 5000 | 0 | 0 | 10 | 5000 | 3785 | 1892500 | 1 | 3000 |
| 40 | Solapur (R) | 29 | 145000 | 0 | 0 | 552 | 276000 | 7664 | 3832000 | 0 | 0 |
| 41 | Thane (C) | 210 | 1050000 | 1 | 2000 | 94 | 47000 | 16145 | 8072500 | 6 | 18000 |
| 42 | Thane (R) | 144 | 720000 | 0 | 0 | 28 | 14000 | 6349 | 3174500 | 2 | 6000 |
| 43 | Wardha | 86 | 430000 | 0 | 0 | 3 | 1500 | 1558 | 779000 | 0 | 0 |
| 44 | Washim | 3691 | 18455000 | 0 | 0 | 5 | 2500 | 2423 | 1211500 | 3 | 9000 |
| 45 | Yavatmal | 162 | 810000 | 0 | 0 | 0 | 0 | 242 | 121000 | 1 | 3000 |
| 46 | Highway Police | 16 | 80000 | 0 | 0 | 60 | 30000 | 6639 | 3319500 | 10 | 30000 |
| Total | | 10025 | 50125000 | 2 | 4000 | 3137 | 1568500 | 408333 | 204166500 | 491 | 1473000 |

CASES AND FINE INFORMATION-2020

| Sr. No. | District | Drunk and Drive (Sec 185 MVA) | | Dangerous Driving (Sec 184 MVA) | | Without valid Insurance (Owner) (Sec 146/196 MVA) | | Without Helmet (Sec 129/177 MVA) | | Triple Seat on Motor Cycle Sec 128(1) MVA | |
|--------------|--------------------|----------------------------------|-----------------|-------------------------------------|------------------|---|-----------------|-------------------------------------|-------------------|---|-----------------|
| | | Cases | Fine | Cases | Fine | Cases | Fine | Cases | Fine | Cases | Fine |
| 1 | Ahmednagar | 20 | 40000 | 887 | 887000 | 266 | 282100 | 12733 | 6366500 | 13094 | 2618800 |
| 2 | Akola | 0 | 0 | 232 | 232000 | 8 | 10900 | 1054 | 527000 | 1236 | 247200 |
| 3 | Amravati (C) | 0 | 0 | 595 | 595000 | 78 | 45500 | 40 | 20000 | 3256 | 651200 |
| 4 | Amravati (R) | 13 | 26000 | 1035 | 1035000 | 684 | 344600 | 352 | 176000 | 3914 | 782800 |
| 5 | Aurangabad (C) | 221 | 442000 | 5865 | 5865000 | 745 | 456400 | 15498 | 7749000 | 15772 | 3154400 |
| 6 | Aurangabad (R) | 0 | 0 | 128 | 128000 | 36 | 32900 | 2843 | 1421500 | 2837 | 567400 |
| 7 | Beed | 0 | 0 | 485 | 485000 | 420 | 498300 | 1084 | 542000 | 5222 | 1044400 |
| 8 | Bhandara | 0 | 0 | 213 | 213000 | 111 | 128500 | 2488 | 1244000 | 2638 | 527600 |
| 9 | Buldhana | 73 | 146000 | 255 | 255000 | 65 | 60300 | 220 | 110000 | 3928 | 785600 |
| 10 | Chandrapur | 1 | 2000 | 642 | 642000 | 705 | 663700 | 3607 | 1803500 | 2610 | 522000 |
| 11 | Dhule | 33 | 66000 | 148 | 148000 | 54 | 28100 | 194 | 97000 | 7233 | 1446600 |
| 12 | Gadchiroli | 0 | 0 | 11 | 11000 | 55 | 64100 | 38 | 19000 | 711 | 142200 |
| 13 | Gondia | 0 | 0 | 40 | 40000 | 19 | 21000 | 49 | 24500 | 1459 | 291800 |
| 14 | Hingoli | 0 | 0 | 1051 | 1051000 | 121 | 90700 | 3539 | 1769500 | 4875 | 975000 |
| 15 | Jalgaon | 2 | 4000 | 567 | 567000 | 493 | 181900 | 1260 | 630000 | 5654 | 1130800 |
| 16 | Jalna | 4 | 8000 | 103 | 103000 | 112 | 84600 | 84 | 42000 | 1972 | 394400 |
| 17 | Kolhapur | 340 | 680000 | 604 | 604000 | 664 | 488200 | 3547 | 1773500 | 14613 | 2922600 |
| 18 | Latur | 1 | 2000 | 290 | 290000 | 1398 | 2270700 | 1011 | 505500 | 4673 | 934600 |
| 19 | Mumbai Police Stn. | 10 | 20000 | 2529 | 2529000 | 2575 | 1751700 | 157519 | 78759500 | 5601 | 1120200 |
| 20 | Mumbai Traffic | 3342 | 6684000 | 21266 | 21266000 | 1091 | 1224900 | 722825 | 361412500 | 24282 | 4856400 |
| 21 | Nagpur (C) | 8 | 16000 | 12976 | 12976000 | 1131 | 1201200 | 186278 | 93139000 | 21137 | 4227400 |
| 22 | Nagpur (R) | 0 | 0 | 51 | 51000 | 195 | 303300 | 86 | 43000 | 1393 | 278600 |
| 23 | Nanded | 7 | 14000 | 4716 | 4716000 | 5251 | 8309000 | 800 | 400000 | 17736 | 3547200 |
| 24 | Nandurbar | 0 | 0 | 1011 | 1011000 | 438 | 148400 | 720 | 360000 | 5738 | 1147600 |
| 25 | Nashik (C) | 1 | 2000 | 1864 | 1864000 | 171 | 136300 | 51240 | 25620000 | 3241 | 648200 |
| 26 | Nashik (R) | 2 | 4000 | 373 | 373000 | 345 | 261600 | 1588 | 794000 | 2165 | 433000 |
| 27 | Navi Mumbai | 169 | 338000 | 9759 | 9759000 | 1067 | 1236400 | 156870 | 78435000 | 6084 | 1216800 |
| 28 | Osmanabad | 2 | 4000 | 140 | 140000 | 386 | 137900 | 514 | 257000 | 2503 | 500600 |
| 29 | Palghar | 41 | 82000 | 2134 | 2134000 | 2635 | 3332000 | 10247 | 5123500 | 7836 | 1567200 |
| 30 | Parbhani | 0 | 0 | 562 | 562000 | 268 | 257200 | 153 | 76500 | 4842 | 968400 |
| 31 | Pimpri Chinchwad | 3 | 6000 | 11866 | 11866000 | 6195 | 6283600 | 17254 | 8627000 | 18651 | 3730200 |
| 32 | Pune (C) | 1455 | 2910000 | 7422 | 7422000 | 1231 | 1450500 | 1097904 | 548952000 | 17735 | 3547000 |
| 33 | Pune (R) | 3 | 6000 | 4641 | 4641000 | 694 | 818500 | 5903 | 2951500 | 7016 | 1403200 |
| 34 | Raigad | 166 | 332000 | 396 | 396000 | 1324 | 1488600 | 5408 | 2704000 | 7019 | 1403800 |
| 35 | Ratnagiri | 38 | 76000 | 256 | 256000 | 174 | 196700 | 24256 | 12128000 | 2502 | 500400 |
| 36 | Sangli | 271 | 542000 | 2745 | 2745000 | 525 | 626700 | 362 | 181000 | 10336 | 2067200 |
| 37 | Satara | 18 | 36000 | 1293 | 1293000 | 309 | 340900 | 2766 | 1383000 | 12372 | 2474400 |
| 38 | Sindhudurg | 17 | 34000 | 164 | 164000 | 405 | 155500 | 2259 | 1129500 | 1765 | 353000 |
| 39 | Solapur (C) | 2 | 4000 | 2071 | 2071000 | 228 | 212900 | 29192 | 14596000 | 2936 | 587200 |
| 40 | Solapur (R) | 4 | 8000 | 1315 | 1315000 | 1498 | 2028700 | 2516 | 1258000 | 6825 | 1365000 |
| 41 | Thane (C) | 783 | 1566000 | 9712 | 9712000 | 1695 | 2412500 | 113492 | 56746000 | 7755 | 1551000 |
| 42 | Thane (R) | 93 | 186000 | 891 | 891000 | 442 | 552500 | 35721 | 17860500 | 1909 | 381800 |
| 43 | Wardha | 0 | 0 | 154 | 154000 | 139 | 101200 | 881 | 440500 | 3415 | 683000 |
| 44 | Washim | 1 | 2000 | 1297 | 1297000 | 455 | 175600 | 1936 | 968000 | 12664 | 2532800 |
| 45 | Yavatmal | 0 | 0 | 64 | 64000 | 145 | 171000 | 275 | 137500 | 1225 | 245000 |
| 46 | Highway Police | 23 | 46000 | 15718 | 15718000 | 1888 | 2118500 | 84748 | 42374000 | 3229 | 645800 |
| Total | | 7167 | 14334000 | 130537 | 130537000 | 38934 | 43186300 | 2763354 | 1381677000 | 315609 | 63121800 |

CASES AND FINE INFORMATION-2020

| Sr. No. | District | Speed Violating-Driver (Sec 112/183(1) MVA) | | Parking Offense (Sec MVDR 22/177 MVA) | | Number Plate Offense (Sec MVDR 36,51/177 MVA) | | Lane Cutting (MVDR 6(1)/177 MVA) | | No Entry in One Way (MVDR 4(6)/177 MVA) | |
|--------------|--------------------|--|-------------------|---|------------------|--|-----------------|-------------------------------------|------------------|---|------------------|
| | | Cases | Fine | Cases | Fine | Cases | Fine | Cases | Fine | Cases | Fine |
| 1 | Ahmednagar | 388 | 388000 | 32625 | 6525000 | 3728 | 1085600 | 16 | 3200 | 13497 | 2699400 |
| 2 | Akola | 4118 | 4118000 | 7395 | 1479000 | 766 | 155600 | 2 | 400 | 817 | 163400 |
| 3 | Amravati (C) | 4826 | 4826000 | 12025 | 2405000 | 1500 | 334400 | 1 | 200 | 79 | 15800 |
| 4 | Amravati (R) | 994 | 994000 | 10640 | 2128000 | 598 | 123600 | 27 | 5400 | 17 | 3400 |
| 5 | Aurangabad (C) | 24531 | 24531000 | 17630 | 3526000 | 4881 | 1037000 | 1908 | 381600 | 842 | 168400 |
| 6 | Aurangabad (R) | 21 | 21000 | 14492 | 2898400 | 622 | 138000 | 10 | 2000 | 8 | 1600 |
| 7 | Beed | 27 | 27000 | 12778 | 2555600 | 1670 | 384400 | 15 | 3000 | 22 | 4400 |
| 8 | Bhandara | 2286 | 2286000 | 2526 | 505200 | 657 | 135400 | 95 | 19000 | 586 | 117200 |
| 9 | Buldhana | 2744 | 2744000 | 20425 | 4085000 | 637 | 264200 | 70 | 14000 | 16 | 3200 |
| 10 | Chandrapur | 2225 | 2225000 | 8415 | 1683000 | 1332 | 304800 | 110 | 22000 | 76 | 15200 |
| 11 | Dhule | 183 | 183000 | 13366 | 2673200 | 2250 | 498800 | 67 | 13400 | 2133 | 426600 |
| 12 | Gadchiroli | 122 | 122000 | 1030 | 206000 | 86 | 26800 | 0 | 0 | 0 | 0 |
| 13 | Gondia | 45 | 45000 | 1456 | 291200 | 184 | 44000 | 0 | 0 | 0 | 0 |
| 14 | Hingoli | 5856 | 5856000 | 25968 | 5193600 | 993 | 325000 | 2274 | 454800 | 25 | 5000 |
| 15 | Jalgaon | 4226 | 4226000 | 24619 | 4923800 | 1299 | 462200 | 81 | 16200 | 1037 | 207400 |
| 16 | Jalna | 1561 | 1561000 | 15968 | 3193600 | 450 | 113200 | 47 | 9400 | 1169 | 233800 |
| 17 | Kolhapur | 4378 | 4378000 | 39007 | 7801400 | 12107 | 2517400 | 201 | 40200 | 23434 | 4686800 |
| 18 | Latur | 3829 | 3829000 | 51289 | 10257800 | 2302 | 1253200 | 211 | 42200 | 1267 | 253400 |
| 19 | Mumbai Police Stn. | 93 | 93000 | 130368 | 26073600 | 11980 | 2579200 | 1394 | 278800 | 5409 | 1081800 |
| 20 | Mumbai Traffic | 134074 | 134074000 | 1673889 | 334777800 | 57167 | 13399800 | 35895 | 7179000 | 359180 | 71836000 |
| 21 | Nagpur (C) | 6932 | 6932000 | 38410 | 7682000 | 32672 | 7269600 | 273 | 54600 | 11133 | 2226600 |
| 22 | Nagpur (R) | 113 | 113000 | 5402 | 1080400 | 378 | 76400 | 6 | 1200 | 74 | 14800 |
| 23 | Nanded | 8581 | 8581000 | 49481 | 9896200 | 3824 | 1396000 | 49 | 9800 | 9177 | 1835400 |
| 24 | Nandurbar | 8125 | 8125000 | 8325 | 1665000 | 2026 | 454800 | 29 | 5800 | 100 | 20000 |
| 25 | Nashik (C) | 25704 | 25704000 | 42915 | 8583000 | 583 | 154200 | 121 | 24200 | 10611 | 2122200 |
| 26 | Nashik (R) | 663 | 663000 | 10526 | 2105200 | 189 | 42600 | 82 | 16400 | 6 | 1200 |
| 27 | Navi Mumbai | 51487 | 51487000 | 116682 | 23336400 | 10315 | 2177400 | 9139 | 1827800 | 3577 | 715400 |
| 28 | Osmanabad | 16 | 16000 | 17311 | 3462200 | 1782 | 378800 | 32 | 6400 | 2894 | 578800 |
| 29 | Palghar | 5 | 5000 | 49373 | 9874600 | 6965 | 1613000 | 129 | 25800 | 6801 | 1360200 |
| 30 | Parbhani | 93 | 93000 | 14385 | 2877000 | 1289 | 842600 | 3 | 600 | 210 | 42000 |
| 31 | Pimpri Chinchwad | 15823 | 15823000 | 113088 | 22617600 | 10559 | 2711000 | 1366 | 273200 | 8492 | 1698400 |
| 32 | Pune (C) | 11624 | 11624000 | 371291 | 74258200 | 31262 | 6850000 | 942 | 188400 | 29284 | 5856800 |
| 33 | Pune (R) | 212 | 212000 | 52517 | 10503400 | 2676 | 897600 | 2219 | 443800 | 1697 | 339400 |
| 34 | Raigad | 5 | 5000 | 44353 | 8870600 | 4460 | 1096000 | 592 | 118400 | 926 | 185200 |
| 35 | Ratnagiri | 20 | 20000 | 21407 | 4281400 | 2388 | 519200 | 4 | 800 | 2985 | 597000 |
| 36 | Sangli | 3609 | 3609000 | 39893 | 7978600 | 6390 | 1611600 | 7 | 1400 | 7099 | 1419800 |
| 37 | Satara | 69 | 69000 | 53880 | 10776000 | 14036 | 3091200 | 3496 | 699200 | 7644 | 1528800 |
| 38 | Sindhudurg | 52 | 52000 | 5016 | 1003200 | 1559 | 336600 | 2 | 400 | 1250 | 250000 |
| 39 | Solapur (C) | 4915 | 4915000 | 22401 | 4480200 | 1173 | 312200 | 35 | 7000 | 528 | 105600 |
| 40 | Solapur (R) | 7825 | 7825000 | 10182 | 2036400 | 1495 | 553400 | 304 | 60800 | 1861 | 372200 |
| 41 | Thane (C) | 20152 | 20152000 | 157441 | 31488200 | 8557 | 2317800 | 2565 | 513000 | 31781 | 6356200 |
| 42 | Thane (R) | 6 | 6000 | 37767 | 7553400 | 2131 | 459000 | 626 | 125200 | 1230 | 246000 |
| 43 | Wardha | 3591 | 3591000 | 4154 | 830800 | 233 | 52200 | 1360 | 272000 | 628 | 125600 |
| 44 | Washim | 2672 | 2672000 | 15851 | 3170200 | 11699 | 2476600 | 7 | 1400 | 120 | 24000 |
| 45 | Yavatmal | 510 | 510000 | 9862 | 1972400 | 201 | 49800 | 1 | 200 | 1763 | 352600 |
| 46 | Highway Police | 737338 | 737338000 | 65970 | 13194000 | 4412 | 965600 | 477078 | 95415600 | 10168 | 2033600 |
| Total | | 1106669 | 1106669000 | 3493794 | 698758800 | 268463 | 63887800 | 542891 | 108578200 | 561653 | 112330600 |

CASES AND FINE INFORMATION-2020

| Sr. No. | District | Heavy Vehicles continuously driving in right lane (MVDR 4(5) 6(2) MVA) | | Wrong side Driving (MVDR 4/122 177 MVA) | | Prohibition on use unnecessary of horn/no honking (MVDR 23 MVA) | | Overtaking from Left (MVDR 14(2)/177 MVA) | | Use of Mobile Phone while Driving (MMVR 250 (A) MVA) | |
|--------------|--------------------|---|-----------------|--|------------------|--|---------------|--|---------------|---|-----------------|
| | | Cases | Fine | Cases | Fine | Cases | Fine | Cases | Fine | Cases | Fine |
| 1 | Ahmednagar | 1 | 200 | 595 | 595000 | 2 | 400 | 7 | 1400 | 7688 | 1537600 |
| 2 | Akola | 0 | 0 | 151 | 151000 | 1 | 200 | 0 | 0 | 1562 | 312400 |
| 3 | Amravati (C) | 0 | 0 | 436 | 436000 | 9 | 1800 | 0 | 0 | 3107 | 621400 |
| 4 | Amravati (R) | 0 | 0 | 103 | 103000 | 6 | 1200 | 247 | 49400 | 2895 | 579000 |
| 5 | Aurangabad (C) | 0 | 0 | 1257 | 1257000 | 51 | 10200 | 6 | 1200 | 7383 | 1476600 |
| 6 | Aurangabad (R) | 0 | 0 | 78 | 78000 | 3 | 600 | 3 | 600 | 665 | 133000 |
| 7 | Beed | 0 | 0 | 348 | 348000 | 12 | 2400 | 0 | 0 | 4598 | 919600 |
| 8 | Bhandara | 0 | 0 | 41 | 41000 | 56 | 11200 | 1 | 200 | 330 | 66000 |
| 9 | Buldhana | 0 | 0 | 40 | 40000 | 7 | 1400 | 6 | 1200 | 457 | 91400 |
| 10 | Chandrapur | 30 | 6000 | 297 | 297000 | 7 | 1400 | 1 | 200 | 1180 | 236000 |
| 11 | Dhule | 1 | 200 | 11 | 11000 | 53 | 10600 | 47 | 9400 | 629 | 125800 |
| 12 | Gadchiroli | 0 | 0 | 8 | 8000 | 1 | 200 | 1 | 200 | 607 | 121400 |
| 13 | Gondia | 0 | 0 | 5 | 5000 | 1 | 200 | 1 | 200 | 351 | 70200 |
| 14 | Hingoli | 0 | 0 | 3349 | 3349000 | 4 | 800 | 0 | 0 | 1136 | 227200 |
| 15 | Jalgaon | 0 | 0 | 244 | 244000 | 6 | 1200 | 2 | 400 | 2990 | 598000 |
| 16 | Jalna | 0 | 0 | 51 | 51000 | 12 | 2400 | 0 | 0 | 837 | 167400 |
| 17 | Kolhapur | 0 | 0 | 243 | 243000 | 652 | 130400 | 3 | 600 | 12536 | 2507200 |
| 18 | Latur | 0 | 0 | 2389 | 2389000 | 13 | 2600 | 1 | 200 | 3128 | 625600 |
| 19 | Mumbai Police Stn. | 6 | 1200 | 2110 | 2110000 | 36 | 7200 | 23 | 4600 | 3017 | 603400 |
| 20 | Mumbai Traffic | 1066 | 213200 | 31174 | 31174000 | 158 | 31600 | 217 | 43400 | 29360 | 5872000 |
| 21 | Nagpur (C) | 16 | 3200 | 3095 | 3095000 | 25 | 5000 | 3 | 600 | 36514 | 7302800 |
| 22 | Nagpur (R) | 0 | 0 | 3 | 3000 | 2 | 400 | 0 | 0 | 2688 | 537600 |
| 23 | Nanded | 0 | 0 | 1516 | 1516000 | 60 | 12000 | 1 | 200 | 10627 | 2125400 |
| 24 | Nandurbar | 0 | 0 | 171 | 171000 | 135 | 27000 | 1 | 200 | 1025 | 205000 |
| 25 | Nashik (C) | 2 | 400 | 599 | 599000 | 5 | 1000 | 1 | 200 | 3335 | 667000 |
| 26 | Nashik (R) | 0 | 0 | 128 | 128000 | 135 | 27000 | 3 | 600 | 2519 | 503800 |
| 27 | Navi Mumbai | 4206 | 841200 | 6745 | 6745000 | 44 | 8800 | 176 | 35200 | 7600 | 1520000 |
| 28 | Osmanabad | 0 | 0 | 31 | 31000 | 35 | 7000 | 2 | 400 | 1036 | 207200 |
| 29 | Palghar | 0 | 0 | 7271 | 7271000 | 0 | 0 | 0 | 0 | 5114 | 1022800 |
| 30 | Parbhani | 0 | 0 | 159 | 159000 | 2 | 400 | 0 | 0 | 2285 | 457000 |
| 31 | Pimpri Chinchwad | 0 | 0 | 36926 | 36926000 | 14 | 2800 | 0 | 0 | 19782 | 3956400 |
| 32 | Pune (C) | 11 | 2200 | 19336 | 19336000 | 100 | 20000 | 2 | 400 | 22046 | 4409200 |
| 33 | Pune (R) | 1 | 200 | 2456 | 2456000 | 15 | 3000 | 5 | 1000 | 3672 | 734400 |
| 34 | Raigad | 4 | 800 | 69 | 69000 | 2 | 400 | 3 | 600 | 1036 | 207200 |
| 35 | Ratnagiri | 0 | 0 | 30 | 30000 | 5 | 1000 | 16 | 3200 | 682 | 136400 |
| 36 | Sangli | 1 | 200 | 355 | 355000 | 84 | 16800 | 0 | 0 | 11195 | 2239000 |
| 37 | Satara | 0 | 0 | 392 | 392000 | 74 | 14800 | 1 | 200 | 5983 | 1196600 |
| 38 | Sindhudurg | 0 | 0 | 5 | 5000 | 4 | 800 | 1 | 200 | 641 | 128200 |
| 39 | Solapur (C) | 0 | 0 | 2839 | 2839000 | 6 | 1200 | 2 | 400 | 4214 | 842800 |
| 40 | Solapur (R) | 4 | 800 | 131 | 131000 | 77 | 15400 | 1 | 200 | 3142 | 628400 |
| 41 | Thane (C) | 1503 | 300600 | 25395 | 25395000 | 186 | 37200 | 41 | 8200 | 9748 | 1949600 |
| 42 | Thane (R) | 0 | 0 | 2743 | 2743000 | 8 | 1600 | 0 | 0 | 644 | 128800 |
| 43 | Wardha | 0 | 0 | 446 | 446000 | 3 | 600 | 0 | 0 | 1238 | 247600 |
| 44 | Washim | 0 | 0 | 260 | 260000 | 0 | 0 | 0 | 0 | 1512 | 302400 |
| 45 | Yavatmal | 1 | 200 | 69 | 69000 | 1 | 200 | 0 | 0 | 1832 | 366400 |
| 46 | Highway Police | 104348 | 20869600 | 5124 | 5124000 | 40 | 8000 | 194 | 38800 | 5063 | 1012600 |
| Total | | 111201 | 22240200 | 159224 | 159224000 | 2152 | 430400 | 1019 | 203800 | 249629 | 49925800 |

CASES AND FINE INFORMATION-2020

| Sr. No. | District | Excess Passenger (MMVR 21(20)/177 MVA) | | Dangerous transportation Of goods (MMVR 202 MVA) | | Carriage of persons in goods vehicle (MMVR 108 MVA) | | (Dangerous Projection) (MMVR 163/177 MVA) | | Parking vehicle in Dangerous Condition (122/177 MVA) | |
|--------------|--------------------|--|-----------------|--|---------------|---|----------------|---|----------------|--|---------------|
| | | Cases | Fine | Cases | Fine | Cases | Fine | Cases | Fine | Cases | Fine |
| 1 | Ahmednagar | 100 | 20000 | 0 | 0 | 915 | 183000 | 1 | 200 | 0 | 0 |
| 2 | Akola | 1 | 200 | 0 | 0 | 9 | 1800 | 0 | 0 | 0 | 0 |
| 3 | Amravati (C) | 265 | 53000 | 0 | 0 | 134 | 26800 | 2 | 400 | 0 | 0 |
| 4 | Amravati (R) | 239 | 47800 | 0 | 0 | 1130 | 226000 | 2 | 400 | 0 | 0 |
| 5 | Aurangabad (C) | 718 | 143600 | 0 | 0 | 42 | 8400 | 34 | 6800 | 0 | 0 |
| 6 | Aurangabad (R) | 17 | 3400 | 0 | 0 | 229 | 45800 | 3 | 600 | 0 | 0 |
| 7 | Beed | 40 | 8000 | 6 | 3000 | 118 | 23600 | 2 | 400 | 0 | 0 |
| 8 | Bhandara | 236 | 47200 | 0 | 0 | 605 | 121000 | 1 | 200 | 0 | 0 |
| 9 | Buldhana | 4 | 800 | 0 | 0 | 140 | 28000 | 400 | 80000 | 0 | 0 |
| 10 | Chandrapur | 150 | 30000 | 0 | 0 | 531 | 106200 | 16 | 3200 | 0 | 0 |
| 11 | Dhule | 116 | 23200 | 0 | 0 | 174 | 34800 | 3 | 600 | 0 | 0 |
| 12 | Gadchiroli | 0 | 0 | 0 | 0 | 20 | 4000 | 0 | 0 | 0 | 0 |
| 13 | Gondia | 79 | 15800 | 0 | 0 | 3 | 600 | 0 | 0 | 0 | 0 |
| 14 | Hingoli | 0 | 0 | 0 | 0 | 22 | 4400 | 2 | 400 | 0 | 0 |
| 15 | Jalgaon | 11 | 2200 | 6 | 3000 | 12 | 2400 | 9 | 1800 | 0 | 0 |
| 16 | Jalna | 5 | 1000 | 0 | 0 | 0 | 0 | 2 | 400 | 0 | 0 |
| 17 | Kolhapur | 100 | 20000 | 1 | 500 | 2 | 400 | 7 | 1400 | 0 | 0 |
| 18 | Latur | 37 | 7400 | 0 | 0 | 1 | 200 | 3 | 600 | 0 | 0 |
| 19 | Mumbai Police Stn. | 2502 | 500400 | 0 | 0 | 139 | 27800 | 98 | 19600 | 0 | 0 |
| 20 | Mumbai Traffic | 35186 | 7037200 | 15 | 7500 | 1386 | 277200 | 639 | 127800 | 3941 | 788200 |
| 21 | Nagpur (C) | 5468 | 1093600 | 6 | 3000 | 3717 | 743400 | 5 | 1000 | 0 | 0 |
| 22 | Nagpur (R) | 84 | 16800 | 0 | 0 | 322 | 64400 | 0 | 0 | 0 | 0 |
| 23 | Nanded | 147 | 29400 | 0 | 0 | 0 | 0 | 40 | 8000 | 0 | 0 |
| 24 | Nandurbar | 97 | 19400 | 1 | 500 | 552 | 110400 | 1 | 200 | 0 | 0 |
| 25 | Nashik (C) | 244 | 48800 | 0 | 0 | 151 | 30200 | 29 | 5800 | 0 | 0 |
| 26 | Nashik (R) | 21 | 4200 | 0 | 0 | 238 | 47600 | 198 | 39600 | 0 | 0 |
| 27 | Navi Mumbai | 874 | 174800 | 2 | 1000 | 287 | 57400 | 1219 | 243800 | 0 | 0 |
| 28 | Osmanabad | 123 | 24600 | 0 | 0 | 93 | 18600 | 2 | 400 | 0 | 0 |
| 29 | Palghar | 4191 | 838200 | 0 | 0 | 272 | 54400 | 869 | 173800 | 0 | 0 |
| 30 | Parbhani | 111 | 22200 | 2 | 1000 | 29 | 5800 | 0 | 0 | 0 | 0 |
| 31 | Pimpri Chinchwad | 223 | 44600 | 3 | 1500 | 183 | 36600 | 54 | 10800 | 0 | 0 |
| 32 | Pune (C) | 320 | 64000 | 382 | 191000 | 21 | 4200 | 39 | 7800 | 0 | 0 |
| 33 | Pune (R) | 88 | 17600 | 0 | 0 | 240 | 48000 | 1017 | 203400 | 0 | 0 |
| 34 | Raigad | 303 | 60600 | 0 | 0 | 99 | 19800 | 53 | 10600 | 1 | 200 |
| 35 | Ratnagiri | 10 | 2000 | 0 | 0 | 37 | 7400 | 9 | 1800 | 1 | 200 |
| 36 | Sangli | 10 | 2000 | 3 | 1500 | 23 | 4600 | 46 | 9200 | 0 | 0 |
| 37 | Satara | 32 | 6400 | 0 | 0 | 819 | 163800 | 11 | 2200 | 0 | 0 |
| 38 | Sindhudurg | 2 | 400 | 0 | 0 | 31 | 6200 | 1 | 200 | 0 | 0 |
| 39 | Solapur (C) | 4726 | 945200 | 0 | 0 | 46 | 9200 | 0 | 0 | 0 | 0 |
| 40 | Solapur (R) | 267 | 53400 | 0 | 0 | 875 | 175000 | 3 | 600 | 0 | 0 |
| 41 | Thane (C) | 514 | 102800 | 0 | 0 | 251 | 50200 | 259 | 51800 | 0 | 0 |
| 42 | Thane (R) | 89 | 17800 | 0 | 0 | 503 | 100600 | 558 | 111600 | 0 | 0 |
| 43 | Wardha | 86 | 17200 | 0 | 0 | 52 | 10400 | 4 | 800 | 0 | 0 |
| 44 | Washim | 1 | 200 | 0 | 0 | 273 | 54600 | 5 | 1000 | 0 | 0 |
| 45 | Yavatmal | 3 | 600 | 0 | 0 | 25 | 5000 | 0 | 0 | 0 | 0 |
| 46 | Highway Police | 27 | 5400 | 4 | 2000 | 3629 | 725800 | 0 | 0 | 0 | 0 |
| Total | | 57867 | 11573400 | 431 | 215500 | 18380 | 3676000 | 5646 | 1129200 | 3943 | 788600 |

CASES AND FINE INFORMATION-2020

| Sr. No. | District | Without Seatbelt (CMVR 138(3)/177 MVA) | | Honking (CMVR 119(2)/177 MVA) | | Without Red Reflector (CMVR 104(1)/177 MVA) | | Without Red Tail Lamp or light (CMVR 102(2)/177 MVA) | |
|--------------|--------------------|--|------------------|-------------------------------------|----------------|--|-----------------|---|----------------|
| | | Cases | Fine | Cases | Fine | Cases | Fine | Cases | Fine |
| 1 | Ahmednagar | 53410 | 10682000 | 4 | 2000 | 155 | 155000 | 0 | 0 |
| 2 | Akola | 7349 | 1469800 | 4 | 2000 | 1 | 1000 | 4 | 4000 |
| 3 | Amravati (C) | 1588 | 317600 | 20 | 10000 | 3 | 3000 | 2 | 2000 |
| 4 | Amravati (R) | 26270 | 5254000 | 101 | 50500 | 162 | 162000 | 42 | 42000 |
| 5 | Aurangabad (C) | 22835 | 4567000 | 698 | 349000 | 35 | 35000 | 1 | 1000 |
| 6 | Aurangabad (R) | 8173 | 1634600 | 5 | 2500 | 34 | 34000 | 21 | 21000 |
| 7 | Beed | 9362 | 1872400 | 34 | 17000 | 62 | 62000 | 4 | 4000 |
| 8 | Bhandara | 6748 | 1349600 | 6 | 3000 | 32 | 32000 | 0 | 0 |
| 9 | Buldhana | 10231 | 2046200 | 57 | 28500 | 204 | 204000 | 3 | 3000 |
| 10 | Chandrapur | 5313 | 1062600 | 16 | 8000 | 99 | 99000 | 26 | 26000 |
| 11 | Dhule | 12424 | 2484800 | 6 | 3000 | 32 | 32000 | 1 | 1000 |
| 12 | Gadchiroli | 1081 | 216200 | 3 | 1500 | 0 | 0 | 0 | 0 |
| 13 | Gondia | 4241 | 848200 | 6 | 3000 | 2 | 2000 | 23 | 23000 |
| 14 | Hingoli | 1870 | 374000 | 25 | 12500 | 37 | 37000 | 14 | 14000 |
| 15 | Jalgaon | 7603 | 1520600 | 90 | 45000 | 129 | 129000 | 3 | 3000 |
| 16 | Jalna | 4573 | 914600 | 59 | 29500 | 81 | 81000 | 0 | 0 |
| 17 | Kolhapur | 8116 | 1623200 | 205 | 102500 | 113 | 113000 | 9 | 9000 |
| 18 | Latur | 9531 | 1906200 | 135 | 67500 | 10 | 10000 | 1 | 1000 |
| 19 | Mumbai Police Stn. | 6023 | 1204600 | 85 | 42500 | 59 | 59000 | 31 | 31000 |
| 20 | Mumbai Traffic | 51010 | 10202000 | 578 | 289000 | 2317 | 2317000 | 967 | 967000 |
| 21 | Nagpur (C) | 44593 | 8918600 | 254 | 127000 | 32 | 32000 | 64 | 64000 |
| 22 | Nagpur (R) | 7450 | 1490000 | 5 | 2500 | 51 | 51000 | 5 | 5000 |
| 23 | Nanded | 5080 | 1016000 | 173 | 86500 | 10 | 10000 | 9 | 9000 |
| 24 | Nandurbar | 10955 | 2191000 | 32 | 16000 | 175 | 175000 | 344 | 344000 |
| 25 | Nashik (C) | 13562 | 2712400 | 75 | 37500 | 2 | 2000 | 4 | 4000 |
| 26 | Nashik (R) | 18657 | 3731400 | 83 | 41500 | 22 | 22000 | 1 | 1000 |
| 27 | Navi Mumbai | 57539 | 11507800 | 215 | 107500 | 918 | 918000 | 1697 | 1697000 |
| 28 | Osmanabad | 4342 | 868400 | 9 | 4500 | 29 | 29000 | 1 | 1000 |
| 29 | Palghar | 15289 | 3057800 | 6 | 3000 | 416 | 416000 | 16 | 16000 |
| 30 | Parbhani | 2425 | 485000 | 210 | 105000 | 31 | 31000 | 5 | 5000 |
| 31 | Pimpri Chinchwad | 19022 | 3804400 | 215 | 107500 | 1326 | 1326000 | 156 | 156000 |
| 32 | Pune (C) | 38317 | 7663400 | 704 | 352000 | 788 | 788000 | 15 | 15000 |
| 33 | Pune (R) | 6942 | 1388400 | 20 | 10000 | 1006 | 1006000 | 39 | 39000 |
| 34 | Raigad | 10232 | 2046400 | 211 | 105500 | 83 | 83000 | 60 | 60000 |
| 35 | Ratnagiri | 6031 | 1206200 | 8 | 4000 | 1 | 1000 | 0 | 0 |
| 36 | Sangli | 3925 | 785000 | 633 | 316500 | 7 | 7000 | 3 | 3000 |
| 37 | Satara | 10247 | 2049400 | 195 | 97500 | 405 | 405000 | 14 | 14000 |
| 38 | Sindhudurg | 4500 | 900000 | 2 | 1000 | 39 | 39000 | 5 | 5000 |
| 39 | Solapur (C) | 6407 | 1281400 | 249 | 124500 | 18 | 18000 | 1 | 1000 |
| 40 | Solapur (R) | 14117 | 2823400 | 126 | 63000 | 294 | 294000 | 12 | 12000 |
| 41 | Thane (C) | 20048 | 4009600 | 166 | 83000 | 1955 | 1955000 | 11 | 11000 |
| 42 | Thane (R) | 8175 | 1635000 | 176 | 88000 | 303 | 303000 | 708 | 708000 |
| 43 | Wardha | 2818 | 563600 | 1 | 500 | 1 | 1000 | 0 | 0 |
| 44 | Washim | 8254 | 1650800 | 2 | 1000 | 79 | 79000 | 0 | 0 |
| 45 | Yavatmal | 4128 | 825600 | 2 | 1000 | 75 | 75000 | 16 | 16000 |
| 46 | Highway Police | 111348 | 22269600 | 124 | 62000 | 4578 | 4578000 | 207 | 207000 |
| Total | | 712154 | 142430800 | 6033 | 3016500 | 16211 | 16211000 | 4545 | 4545000 |

CASES AND FINE INFORMATION-2020

| Sr. No. | District | Tinted Glasses (CMVR 100(2)/177 MVA) | | Unsafe goods beyond body (CMVR 93(8)/190(2)MVA) | | Other Cases | | Total | |
|--------------|--------------------|--------------------------------------|-----------------|---|----------------|----------------|-------------------|-----------------|-------------------|
| | | Cases | Fine | Cases | Fine | Cases | Fine | Total Cases | Total Fine |
| 1 | Ahmednagar | 3960 | 792000 | 107 | 53500 | 91155 | 19229400 | 240931 | 56958300 |
| 2 | Akola | 162 | 32400 | 0 | 0 | 68706 | 13809600 | 94743 | 26886900 |
| 3 | Amravati (C) | 289 | 57800 | 1 | 500 | 62434 | 13279200 | 91676 | 24596100 |
| 4 | Amravati (R) | 256 | 51200 | 3 | 1500 | 52529 | 11319550 | 104048 | 28302350 |
| 5 | Aurangabad (C) | 2445 | 489000 | 10 | 5000 | 212459 | 45227700 | 349124 | 107597800 |
| 6 | Aurangabad (R) | 580 | 116000 | 4 | 2000 | 65686 | 13237200 | 98705 | 22886100 |
| 7 | Beed | 972 | 194400 | 16 | 8000 | 26236 | 5443200 | 66554 | 17283600 |
| 8 | Bhandara | 630 | 126000 | 5 | 2500 | 33058 | 7022900 | 54367 | 14687700 |
| 9 | Buldhana | 257 | 51400 | 3 | 1500 | 115871 | 23689800 | 158648 | 43220000 |
| 10 | Chandrapur | 413 | 82600 | 63 | 31500 | 83479 | 17042750 | 113711 | 28949650 |
| 11 | Dhule | 207 | 41400 | 2 | 1000 | 17402 | 3578900 | 57462 | 13064900 |
| 12 | Gadchiroli | 23 | 4600 | 19 | 9500 | 19353 | 3968900 | 23622 | 5282600 |
| 13 | Gondia | 33 | 6600 | 0 | 0 | 31785 | 6380300 | 40067 | 8349600 |
| 14 | Hingoli | 41 | 8200 | 1 | 500 | 32208 | 7703800 | 86920 | 29224900 |
| 15 | Jalgaon | 242 | 48400 | 89 | 44500 | 51284 | 10609150 | 103151 | 26207450 |
| 16 | Jalna | 453 | 90600 | 0 | 0 | 28078 | 5799400 | 57854 | 14764300 |
| 17 | Kolhapur | 337 | 67400 | 40 | 20000 | 129517 | 26183300 | 254549 | 59266500 |
| 18 | Latur | 461 | 92200 | 5 | 2500 | 91794 | 25377100 | 187447 | 57078000 |
| 19 | Mumbai Police Stn. | 1005 | 201000 | 32 | 16000 | 182725 | 45826100 | 549480 | 182374200 |
| 20 | Mumbai Traffic | 21009 | 4201800 | 1897 | 948500 | 1830195 | 432113175 | 5100489 | 1482972475 |
| 21 | Nagpur (C) | 26020 | 5204000 | 719 | 359500 | 235999 | 58709600 | 728392 | 251869700 |
| 22 | Nagpur (R) | 407 | 81400 | 2 | 1000 | 25775 | 5210600 | 44767 | 9571900 |
| 23 | Nanded | 2257 | 451400 | 19 | 9500 | 159490 | 50899800 | 303097 | 107211800 |
| 24 | Nandurbar | 308 | 61600 | 2 | 1000 | 66185 | 13444800 | 107483 | 30200700 |
| 25 | Nashik (C) | 4068 | 813600 | 0 | 0 | 97941 | 21130450 | 258515 | 91935950 |
| 26 | Nashik (R) | 378 | 75600 | 28 | 14000 | 44189 | 9189900 | 85918 | 20227700 |
| 27 | Navi Mumbai | 4334 | 866800 | 25 | 12500 | 259590 | 56869050 | 726623 | 261612050 |
| 28 | Osmanabad | 130 | 26000 | 0 | 0 | 58527 | 11805500 | 92007 | 19606300 |
| 29 | Palghar | 302 | 60400 | 8 | 4000 | 118938 | 28646650 | 250435 | 72888350 |
| 30 | Parbhani | 85 | 17000 | 5 | 2500 | 44140 | 9932800 | 77756 | 20318000 |
| 31 | Pimpri Chinchwad | 30111 | 6022200 | 24 | 12000 | 208602 | 45908400 | 544616 | 184297200 |
| 32 | Pune (C) | 41114 | 8222800 | 303 | 151500 | 554302 | 114425050 | 2265856 | 827728450 |
| 33 | Pune (R) | 2556 | 511200 | 47 | 23500 | 77563 | 16197150 | 191944 | 54247750 |
| 34 | Raigad | 701 | 140200 | 13 | 6500 | 113971 | 23149100 | 202315 | 48237500 |
| 35 | Ratnagiri | 303 | 60600 | 0 | 0 | 48707 | 10307100 | 112438 | 31755900 |
| 36 | Sangli | 599 | 119800 | 10 | 5000 | 115243 | 24112200 | 212298 | 53727600 |
| 37 | Satara | 1904 | 380800 | 39 | 19500 | 218160 | 49080850 | 342608 | 79906050 |
| 38 | Sindhudurg | 776 | 155200 | 4 | 2000 | 38482 | 7758650 | 59045 | 13543050 |
| 39 | Solapur (C) | 755 | 151000 | 9 | 4500 | 98954 | 20014900 | 185504 | 55429700 |
| 40 | Solapur (R) | 1593 | 318600 | 41 | 20500 | 55077 | 11226500 | 117830 | 36838300 |
| 41 | Thane (C) | 4626 | 925200 | 191 | 95500 | 332069 | 92995450 | 767352 | 269974350 |
| 42 | Thane (R) | 350 | 70000 | 46 | 23000 | 71380 | 20053750 | 173022 | 58160050 |
| 43 | Wardha | 12 | 2400 | 2 | 1000 | 21628 | 4378750 | 42493 | 13130650 |
| 44 | Washim | 46 | 9200 | 13 | 6500 | 109887 | 27579000 | 173156 | 62941300 |
| 45 | Yavatmal | 64 | 12800 | 2 | 1000 | 71887 | 14610300 | 92556 | 20419600 |
| 46 | Highway Police | 11395 | 2279000 | 0 | 0 | 310802 | 65252100 | 1964180 | 1035742500 |
| Total | | 168969 | 33793800 | 3849 | 1924500 | 6783442 | 1549729825 | 17955754 | 5981475825 |

CASES AND FINE INFORMATION-2020

| District | Cases | Fine |
|---|-----------------|-------------------|
| Sec 66 (I) r/w Sec 192 (A) MVA | 10025 | 50125000 |
| Sec 66 (I) r/w Sec 192 (A) MVA | 2 | 4000 |
| Sec 4(1)/181 MVA | 3137 | 1568500 |
| Sec 3(1)/181 MVA | 408333 | 204166500 |
| Sec 190 (3) MV ACT | 491 | 1473000 |
| Sec 185 MVA | 7167 | 14334000 |
| Sec 184 MVA (Dangerous driving) | 130537 | 130537000 |
| Sec 146/196 MVA | 38934 | 43186300 |
| Sec 129/177 MVA | 2763354 | 1381677000 |
| Sec 128(1)/ 177 MVA | 315609 | 63121800 |
| Sec 112/183(1) MVA | 1106669 | 1106669000 |
| Parking Offense | 3493794 | 698758800 |
| Number Plate Offense | 268463 | 63887800 |
| MVDR 6(1)/177 MVA | 542891 | 108578200 |
| MVDR 4(6)/177 MVA | 561653 | 112330600 |
| MVDR 4(5) 6(2)/177 MVA | 111201 | 22240200 |
| MVDR 4/122 177 MVA | 159224 | 159224000 |
| MVDR 23/177 MVA | 2152 | 430400 |
| MVDR 14(2)/177 MVA | 1019 | 203800 |
| MMVR 250 (A)/177 MVA | 249629 | 49925800 |
| MMVR 21(20)/177 MVA | 57867 | 11573400 |
| MMVR 202/177 MVA | 431 | 215500 |
| MMVR 108/177 MVA | 18380 | 3676000 |
| MMVR 163/177 MVA (Dangerous projection) | 5646 | 1129200 |
| 122/177 MVA (Parking vehicle in dangerous condition/Causing obstruction to free flow of traffic) | 3943 | 788600 |
| CMVR 138(3)/177 MVA | 712154 | 142430800 |
| CMVR 119(2)/177 MVA | 6033 | 3016500 |
| CMVR 104(1)/177 MVA | 16211 | 16211000 |
| CMVR 102(2)/177 MVA | 4545 | 4545000 |
| CMVR 100(2)/177 MVA | 168969 | 33793800 |
| CMVR 93(8)/190(2)MVA (Unsafe goods beyond body) | 3849 | 1924500 |
| Other Cases | 6783442 | 1549729825 |
| Total | 17955754 | 5981475825 |

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

**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)



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

ROAD ACCIDENTS IN MAHARASHTRA

2020



ACCIDENT RESEARCH CELL
ADDL. DIRECTOR GENERAL OF POLICE (TRAFFIC)
MUMBAI, MAHARASHTRA- 400020