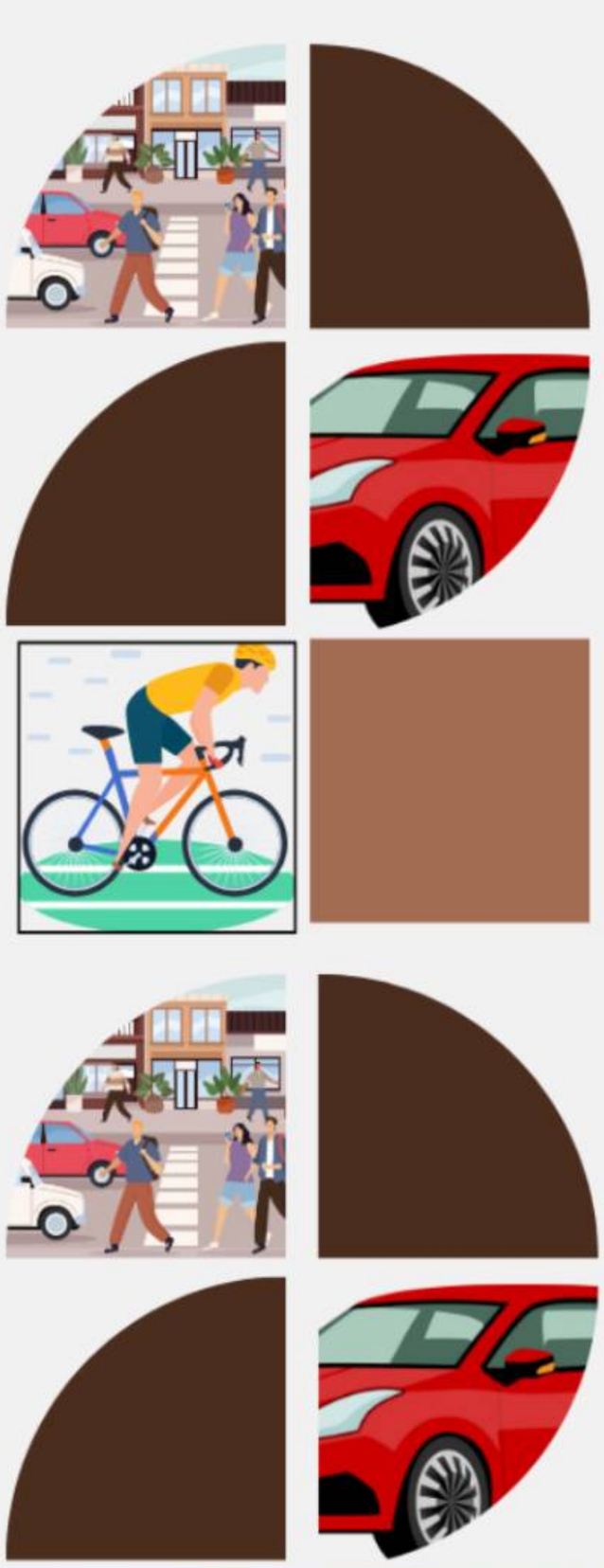
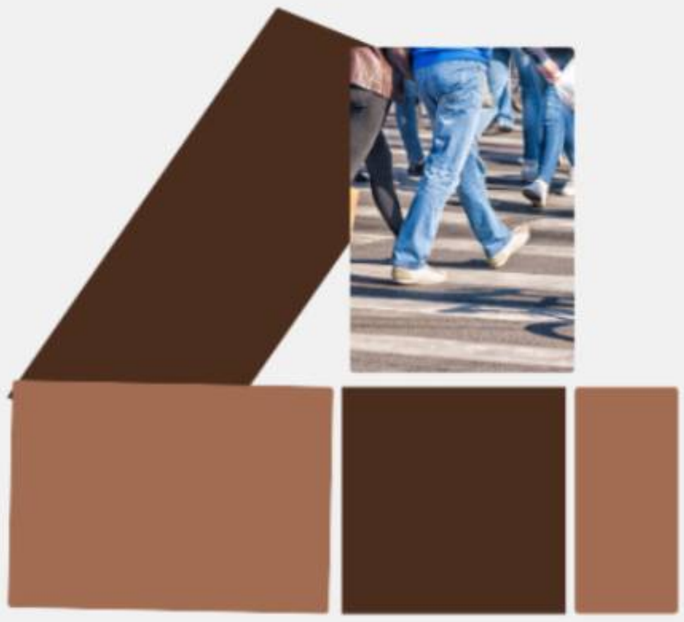
MAHARASHTRA
ROAD CRASH REPORT





Maharashtra Road Crash Report 2024

Report By

Highway Police Maharashtra State

ACKNOWLEDGEMENTS

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Publisher:-

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TABLE OF CONTENTS

LIST OF CHARTS & TABLES

EXECUTIVE SUMMARY

In 2021 at least 1.19 million people were killed in road crashes globally, with 20 to 50 million sustaining non-fatal injuries. Maharashtra reported 36,118 road crashes, resulting in 15,715 fatalities and 30,535 injuries. Compared to the previous year, total crashes increased by 2%, fatal crashes by 3%, fatalities by 2%, and grievous injuries by 5%. When viewed in a longer-term context, road crash fatalities show a notable 23% increase compared to pre-pandemic levels.

Vulnerable road users—two-wheeler and three-wheeler riders and pedestrians—were disproportionately affected, accounting for 78% of fatalities and 77% of injuries respectively. Men accounted for 88% of fatalities and 78% of injuries, with the most affected age group being 25–45 years i.e., the productive age group.

One-fifth of all crashes occurred during the evening hours (6 pm–9 pm). The months of May and December registered the highest numbers of both fatal and non-fatal crashes, indicating a possible association with the holiday and festive seasons. Local and collector roads recorded more than half of the total crashes, and nearly 75% of the blackspots were concentrated on the national and state highways.

The analysis revealed that Nashik Rural reported the highest number of fatalities, Dharashiv district recorded the highest fatality rate, while Mumbai city reported the highest number of total crashes and injuries.

INTRODUCTION

In 2021, over 1.19 million people died annually in road crashes worldwide, nearly 20 to 50 million more sustaining non-fatal injuries. It is the leading cause of death for ages 5–29 years and among the top 10 causes of death for all ages. 92% of fatalities occur in low- and middle-income countries (LMICs), despite them accounting for only approximately 60% of global vehicle ownership. Vulnerable road users—pedestrians, cyclists, and motorcyclists—make up over 50% of deaths.[1]

India ranks highest in absolute numbers of road crash fatalities worldwide, accounting for about 13% of all such deaths. In 2023, India recorded at least 4,80,583 road crashes, leading to over 1,72,000 fatalities. This marked an increase of 2.6% in fatalities compared to the previous year, while exceeding the pre-pandemic levels.[2]

The State of Maharashtra recorded 36,118 crashes in 2024. These crashes resulted in 15,715 road fatalities and 30,535 injuries. Out of 15,715 fatalities, 6451 deaths (41%) occurred in ten police units - Nashik Rural (1031), Pune Rural (979), Ahilyanagar (873), Solapur Rural (735), Jalgaon (515), Satara (489), Chhatrapati Sambhajinagar rural (463), Beed (458), Sangli (458), and Nanded (450).

Maharashtra state is developing its road infrastructure which currently spans 3,24,202 kms of road network. More specifically, national highways occupy 18,381 kms, state highways cover 32,772 kms and local and collector roads cover 2,73,049 kms. Out of 36,118 crashes, local and collector roads accounted for 19,019 crashes, national highways accounted for 10,957 crashes, and state highways for 5,814 crashes.

Most of these road crashes may have potentially occurred due to risk factors such as speeding above the posted speed limit, drink-driving and incorrect helmet use. Maharashtra state is therefore engaging with multiple road safety agencies to mitigate these risk factors and lower the incidence of road crashes.

This report shows the commitment and effort of the Highway State Police of Maharashtra to share and provide facts and evidence for road safety stakeholders. This report is intended to better plan, develop, and implement road safety interventions and policies and to effectively reduce the numbers of road crashes and fatalities in the state. The report provides key road safety metrics such as road crash fatalities and injuries by road users, age and sex, and road infrastructure, among many others. The statistics cover the whole state as well as all the police units in Maharashtra. Additionally, the report includes a list of the count of blackspots per police unit. It also presents tables illustrating variations across police units, depicting crashes involving vulnerable road users and the types of vehicles impacting them.

[1] Global status report on road safety 2023. World Health Organization; 2023.
[2] Road Accidents in India. Ministry of Roads Transport and Highways;2023.

METHODS

Data Source and Collection:

The statistics presented in this report have been provided by the statistics department of the Highway State Police (HSP), Maharashtra. The department collects standardized crash reports from all police units each month and compiles them at the state level to produce monthly summaries and in turn, annual statistics at the end of the year. These data are then cross-checked with the electronic Detailed Accident Report (eDAR) system to improve detail and accuracy. The data presented in this report are derived solely from police-reported crashes and may not include fatalities or injuries recorded by other sources such as hospitals or mortuaries.

Data Validation and Quality Assurance:

All submitted data went through validation checks by the statistics department to ensure consistency and accuracy. This included cross-verification of police unit submissions, review of eDAR records, and reconciliation of fatality and injury counts.

Data Duration and Coverage:

This report covers crash data for the calendar year 2024. It includes state-wide totals as well as disaggregated statistics for all police units in Maharashtra.

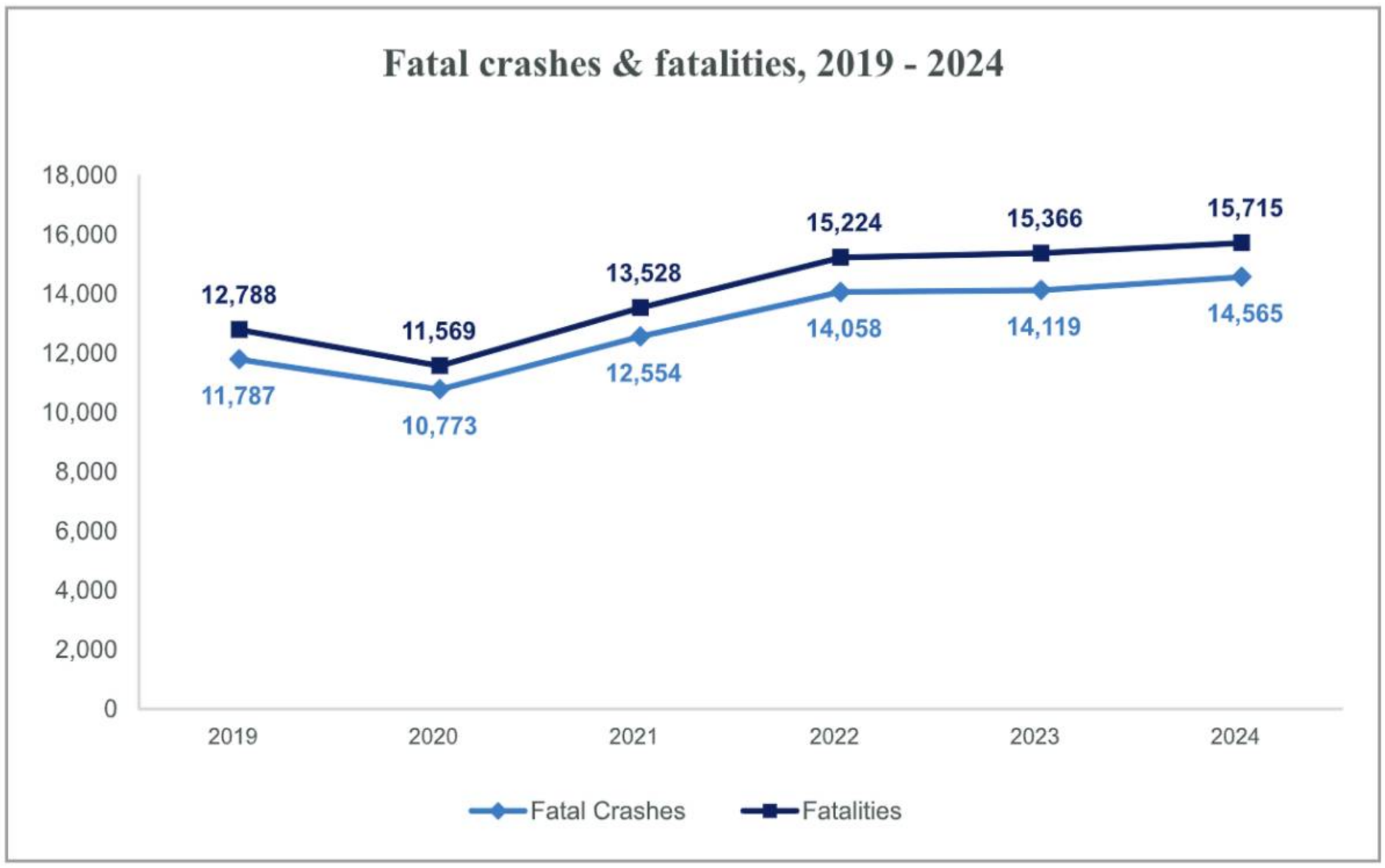
Data Analysis:

The data were analyzed using Microsoft Excel to produce summary statistics on total crashes, fatalities, and injuries, disaggregated by road user type, age group, sex, and road infrastructure characteristics. The analysis was performed to identify police unit-level variations, presented in the form of tables highlighting vulnerable road users and the types of impacting vehicles. The descriptive statistics were generated to support evidence-based planning for road safety interventions and policy development.

ROAD CRASH STATISTICS OF MAHARASHTRA – 2024

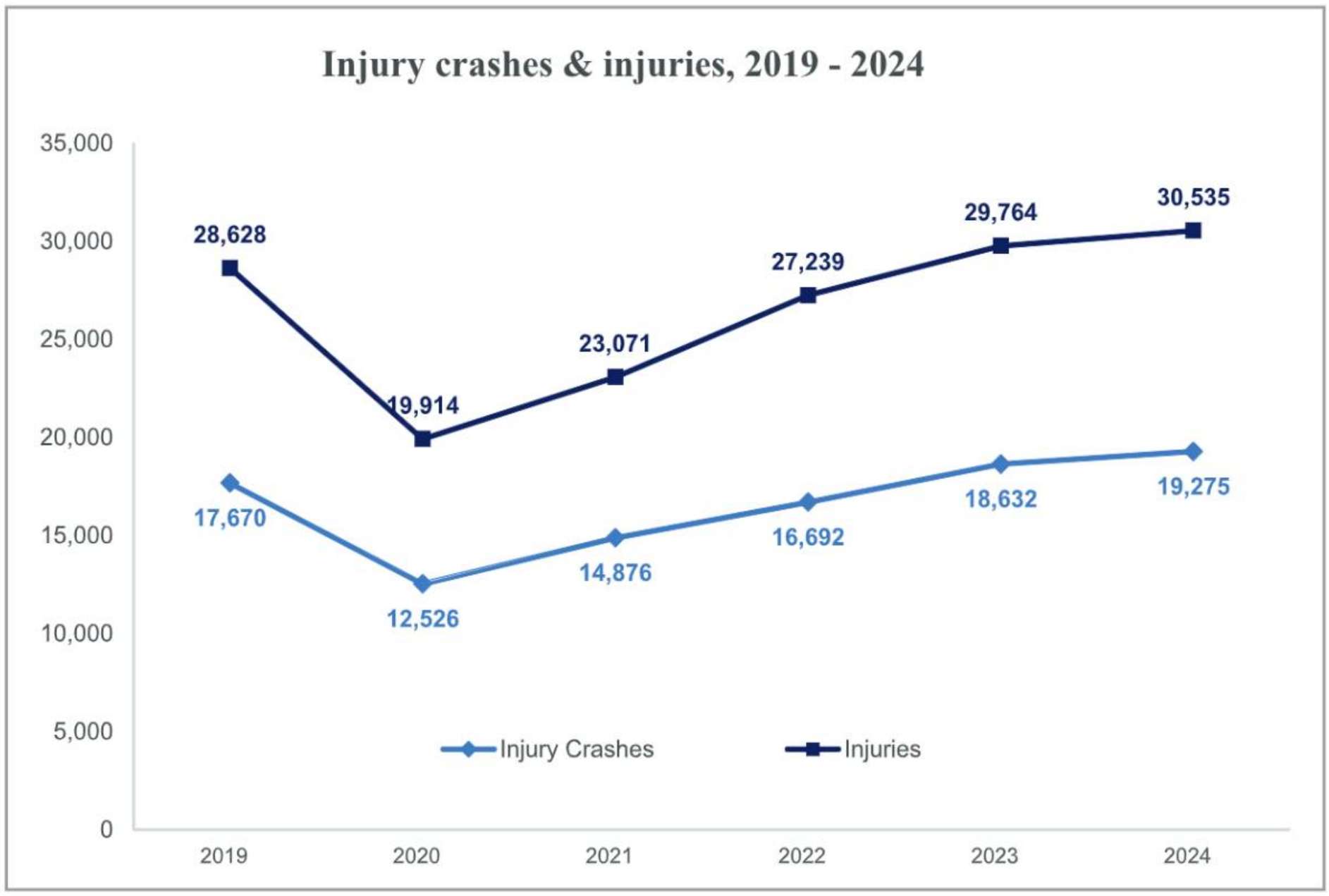
1. Overall Trend (2019-2024)

An overall increasing trend was observed in fatal crashes and fatalities.



24% Increase in fatal crashes as well as fatalities since 2019 (pre-pandemic)

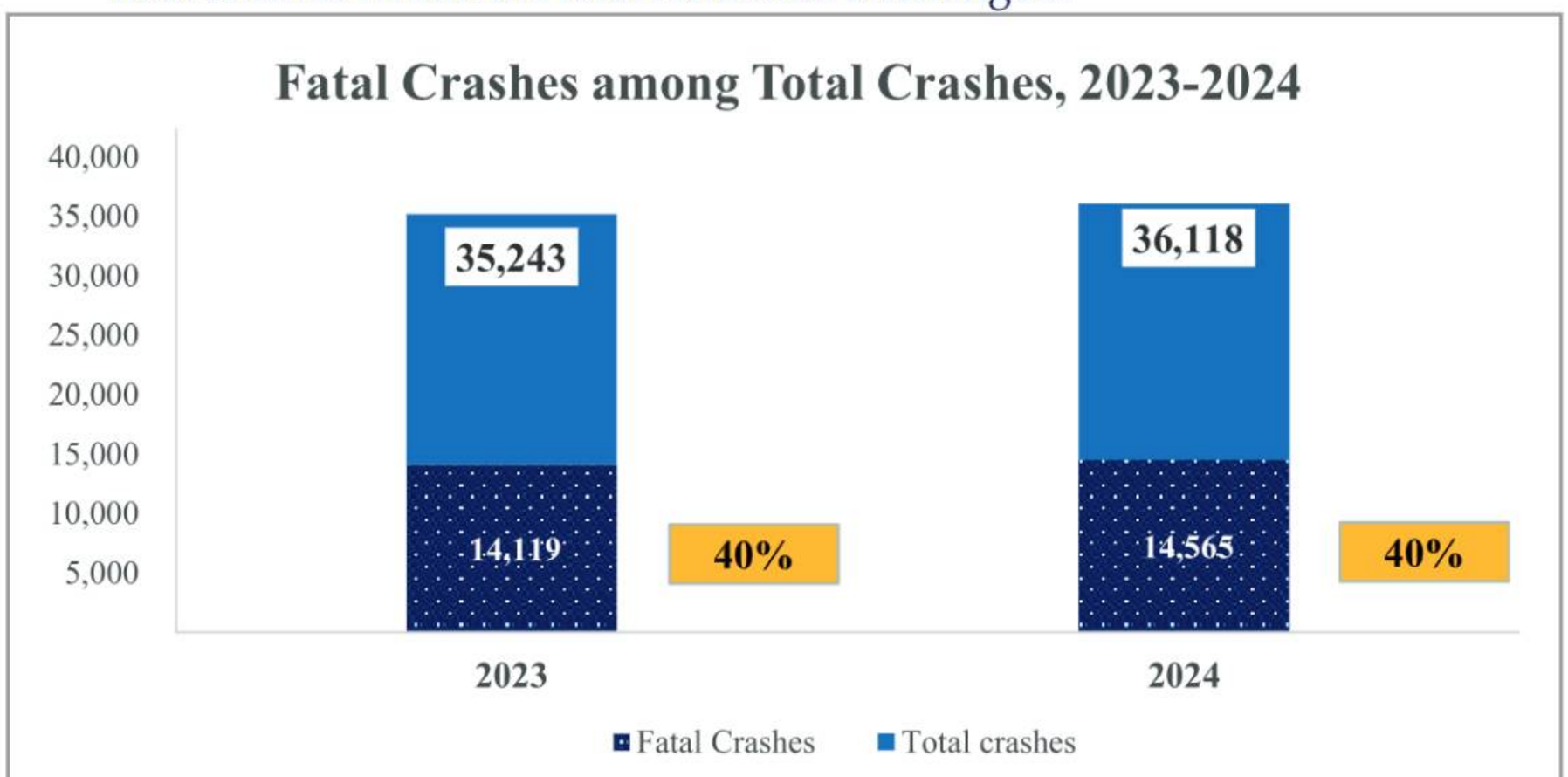
An overall increasing trend was observed in injury crashes and injuries. Since 2019, injury crashes have increased by nearly 10%, grievous injury crashes by almost 20%, and all injuries by 7%.



9% Increase in injury crashes; 19% increase in grievous injury crashes since 2019 (pre-pandemic)

2. Year-on-Year Comparison (2023-2024)

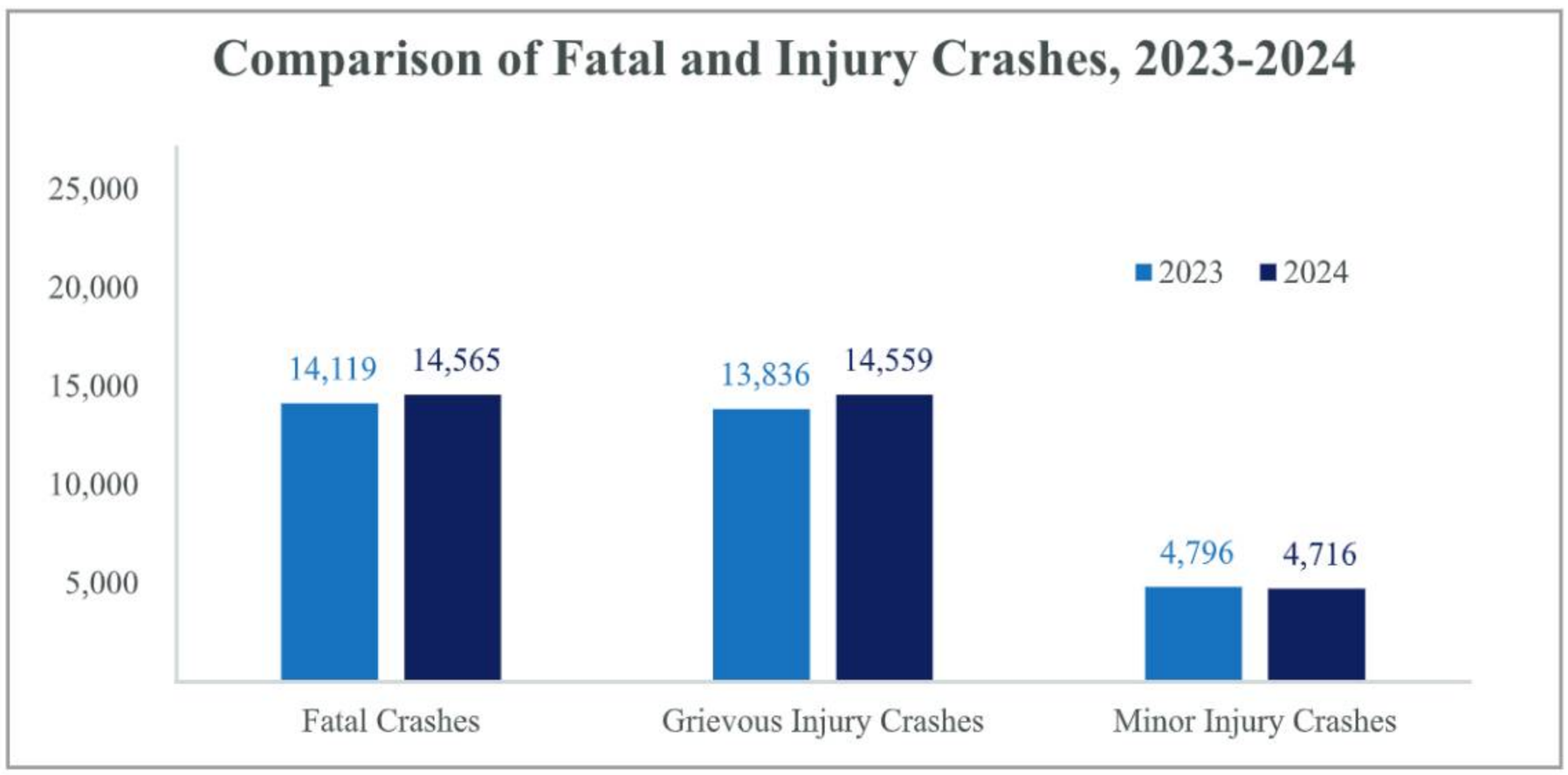
Maharashtra reported 36,118 crashes in 2024, resulting in 15,715 fatalities and 30,535 injuries. Although there was a slight annual increase in the total number of crashes, the proportion of fatal crashes within the total remained unchanged.



2%

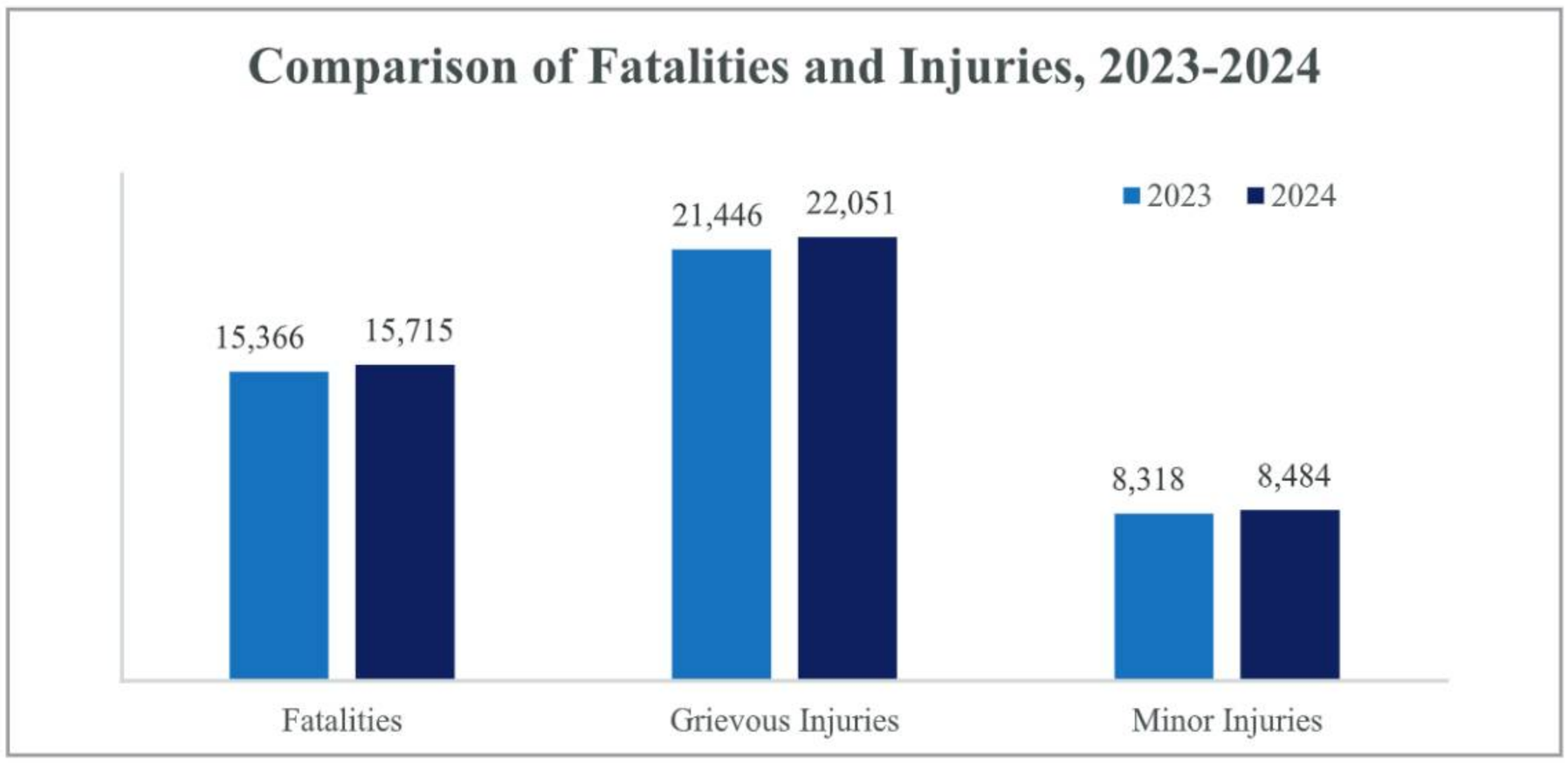
increase in total road crashes in a year

Fatal crashes increased by 3% and fatalities by 2%, while grievous injury crashes rose by 5% and the number of grievous injuries by 3%.



3%

increase in fatal crashes; 5% increase in grievous injury crashes

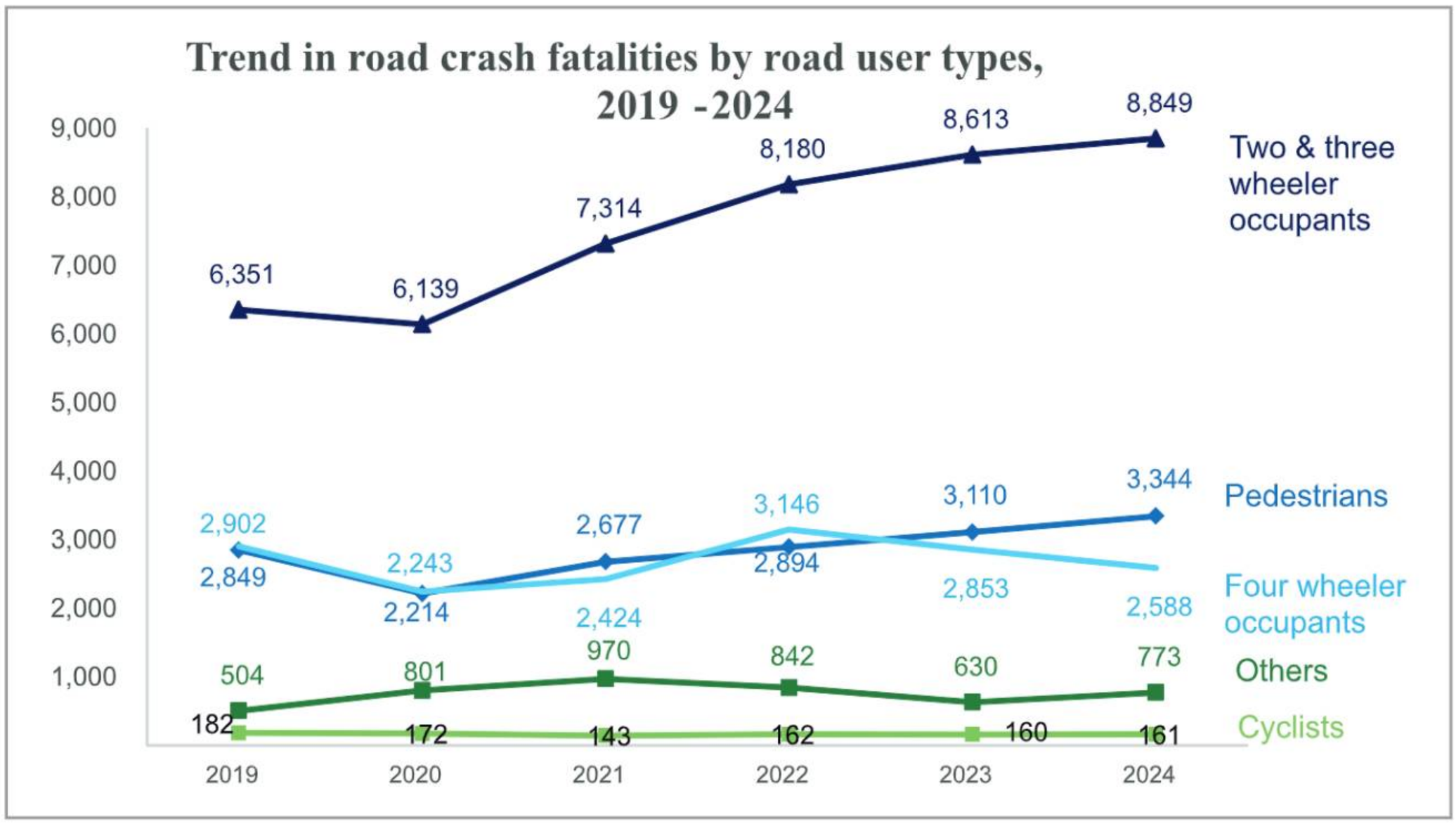


2%

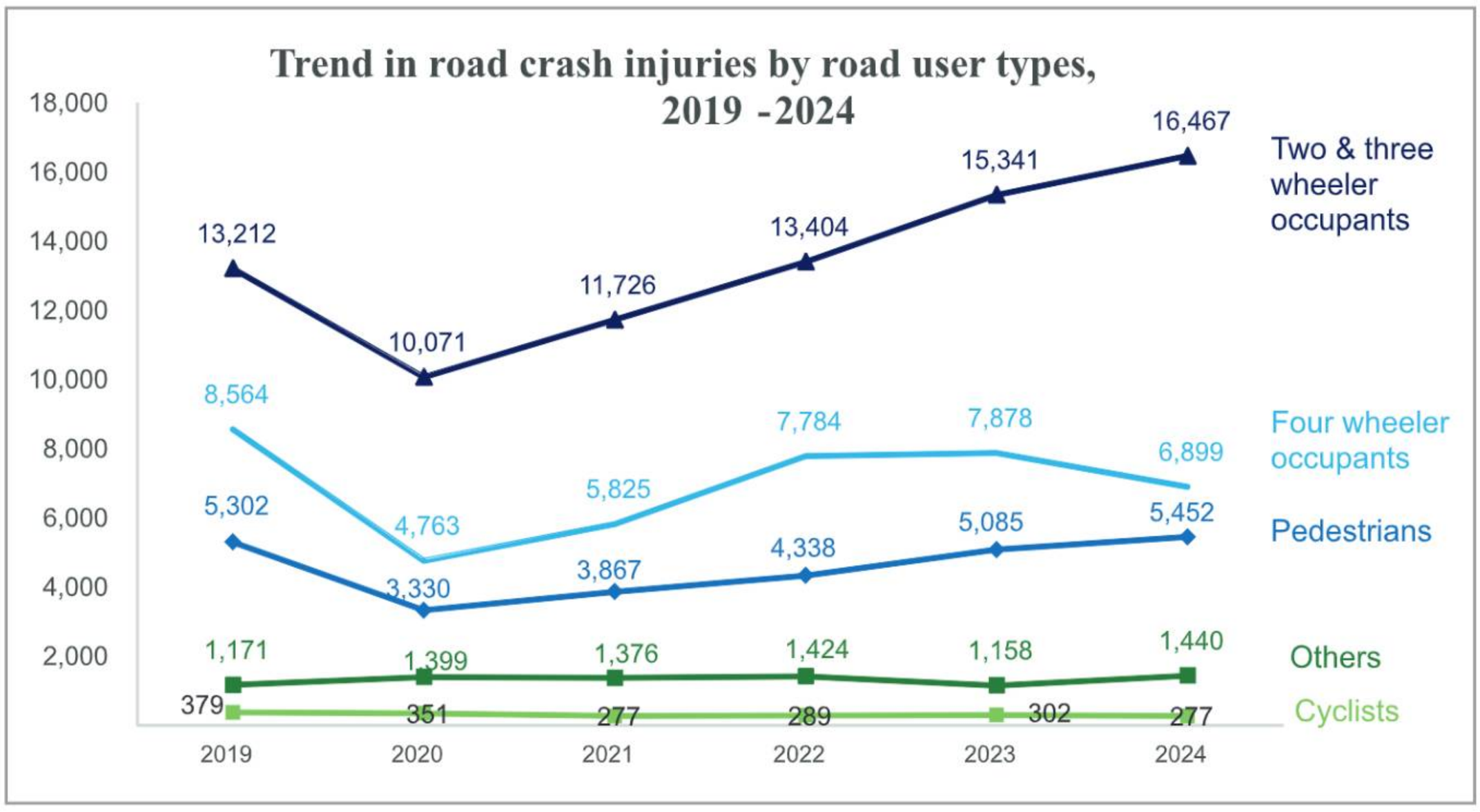
increase in fatalities; 3% increase in grievous injuries

3. Trend by Road User Types (2019-2024)

Since 2019, the number of two- and three-wheeler occupant fatalities have surged by nearly 40%, making up over half of the total share of road deaths, while the total number of pedestrian fatalities rose by 17%.

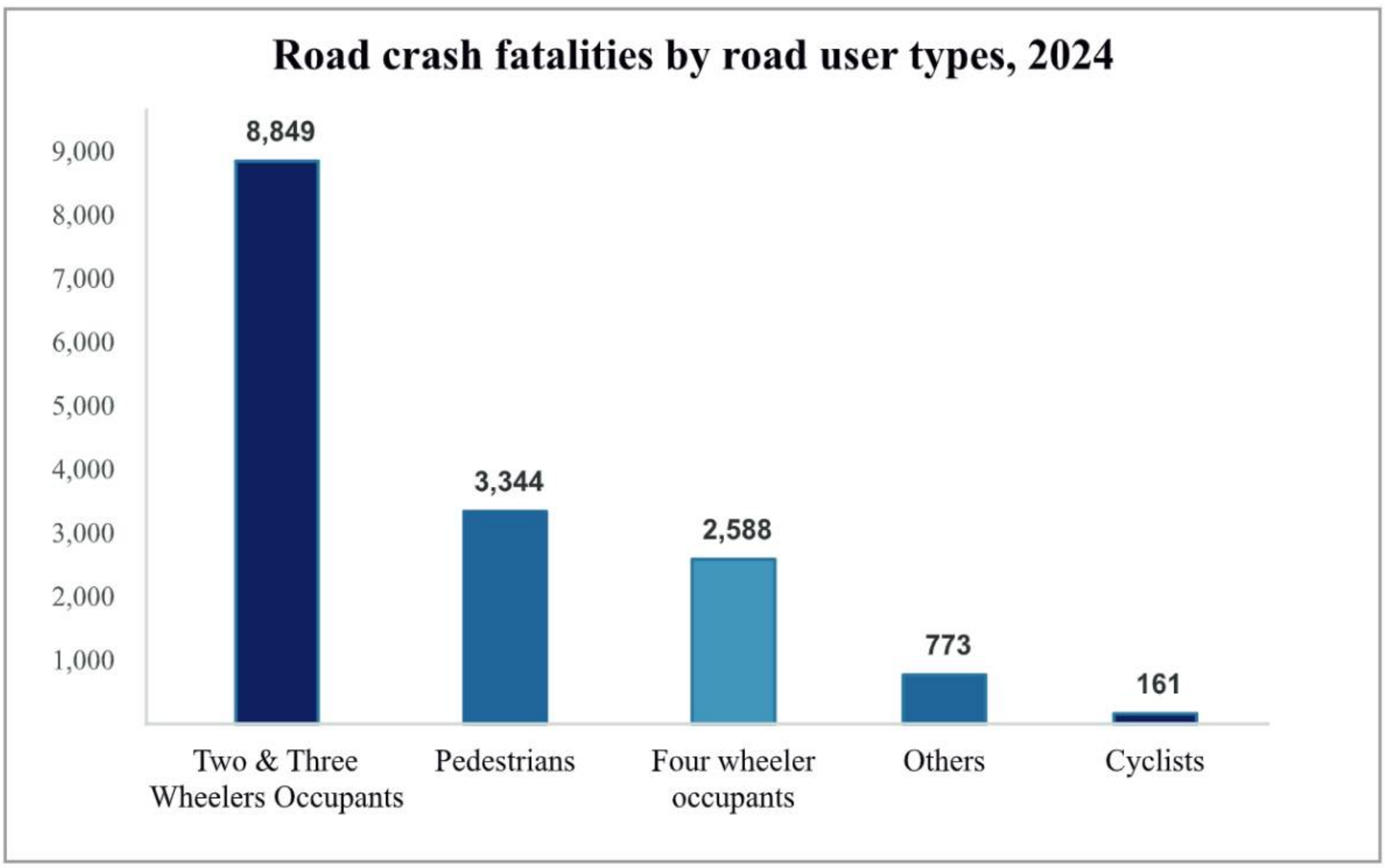


Since 2019, injuries among two- and three-wheeler occupants increased by 25%, accounting for half of all injuries. In contrast, injuries among four-wheeler occupants and cyclists declined by 19% and 27%, respectively.



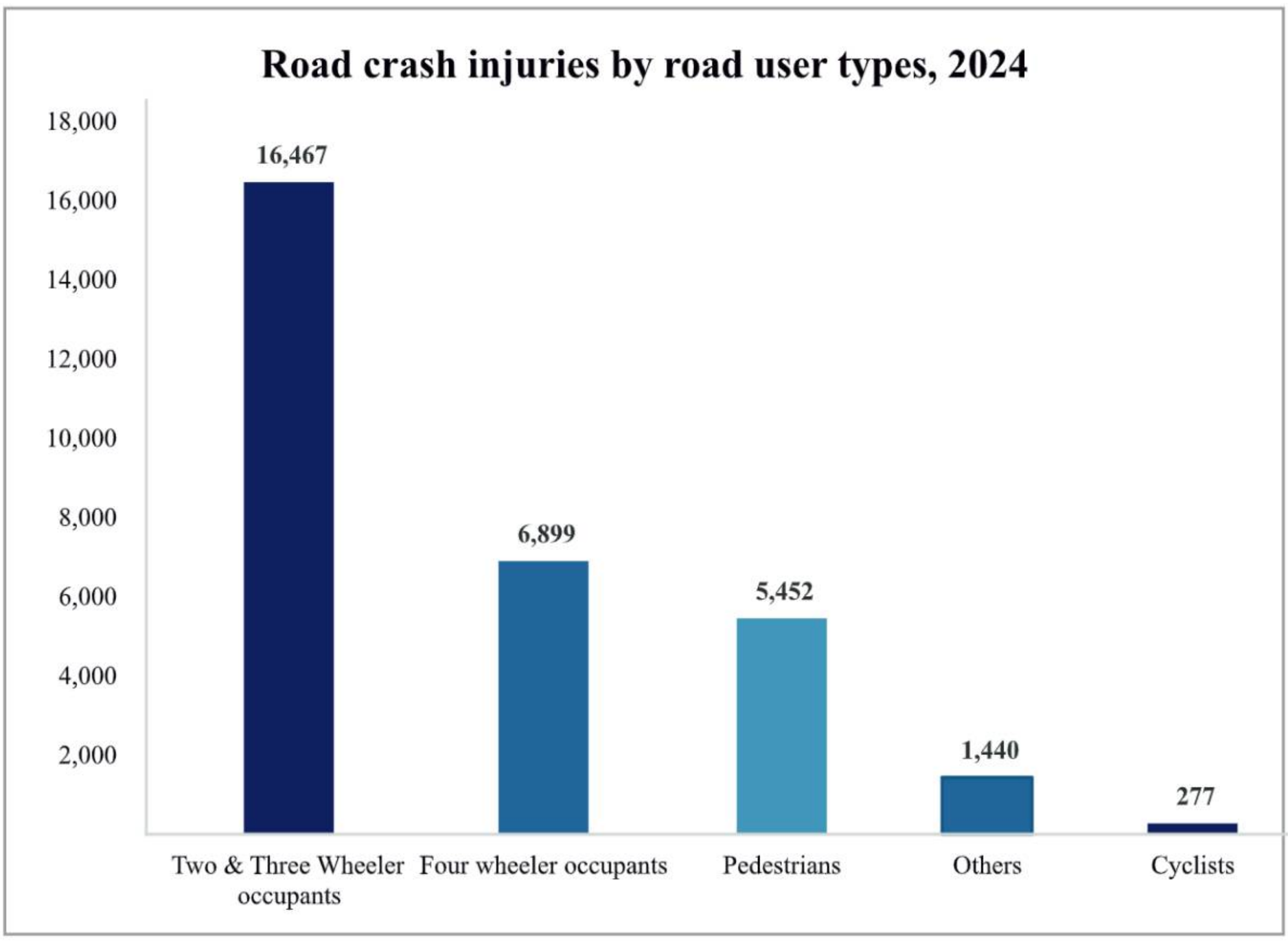
4. Fatalities and Injuries by Road User Types, 2024

Nearly 80% of deaths were among vulnerable road users, i.e., two- and three-wheeler occupants, pedestrians, and cyclists.



56% of deaths among two & three-wheeler occupants, followed by pedestrians (21%)

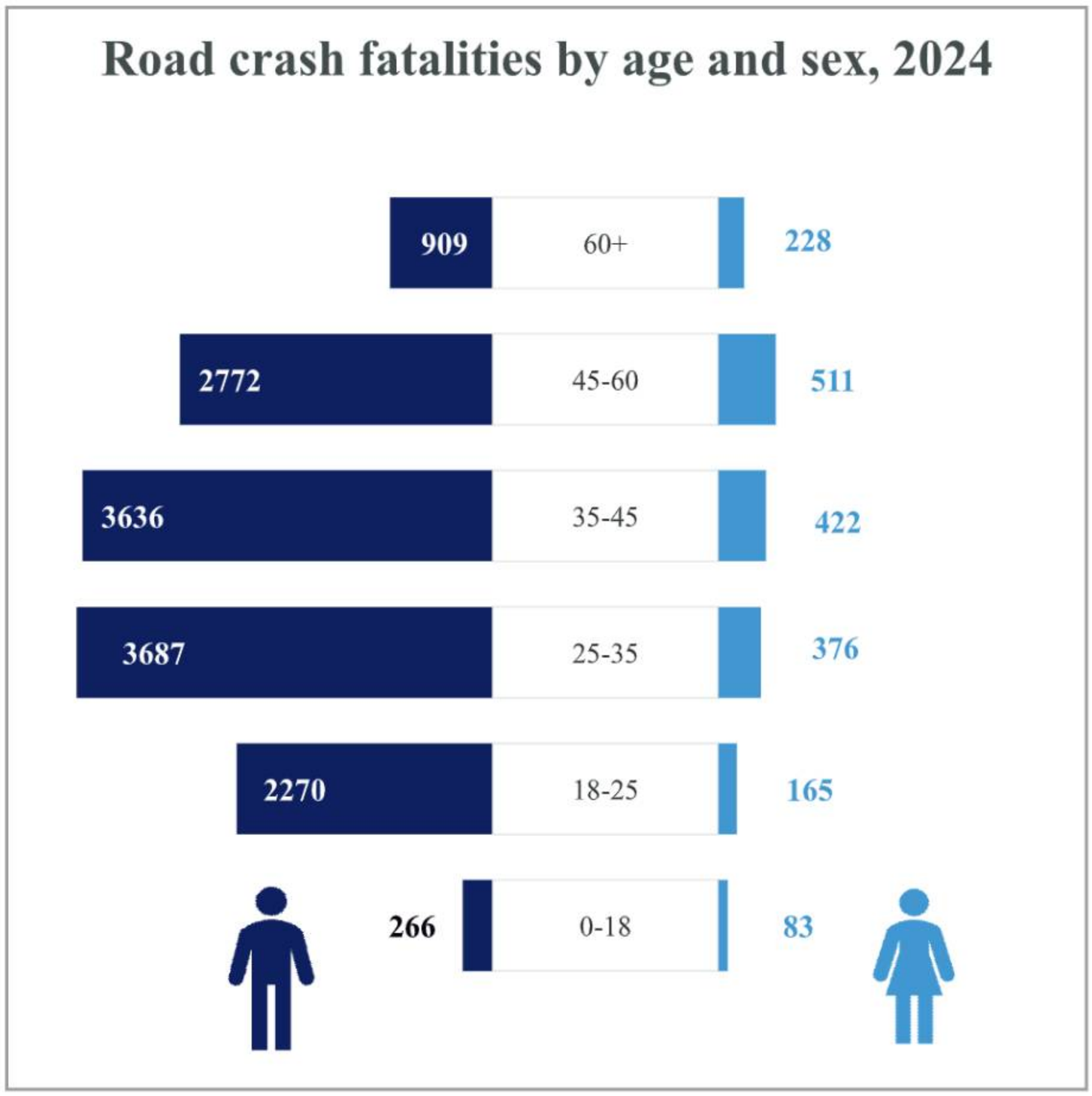
Nearly 80% of injuries were among vulnerable road users, i.e., two- and three-wheeler occupants, pedestrians, and cyclists.



54% of injuries among two & three-wheeler occupants, followed by four-wheeler occupants (23%)

5. Fatalities and Injuries by Age and Sex, 2024

Fifty three percent of the fatalities occurred among men and women aged 25–45 years.

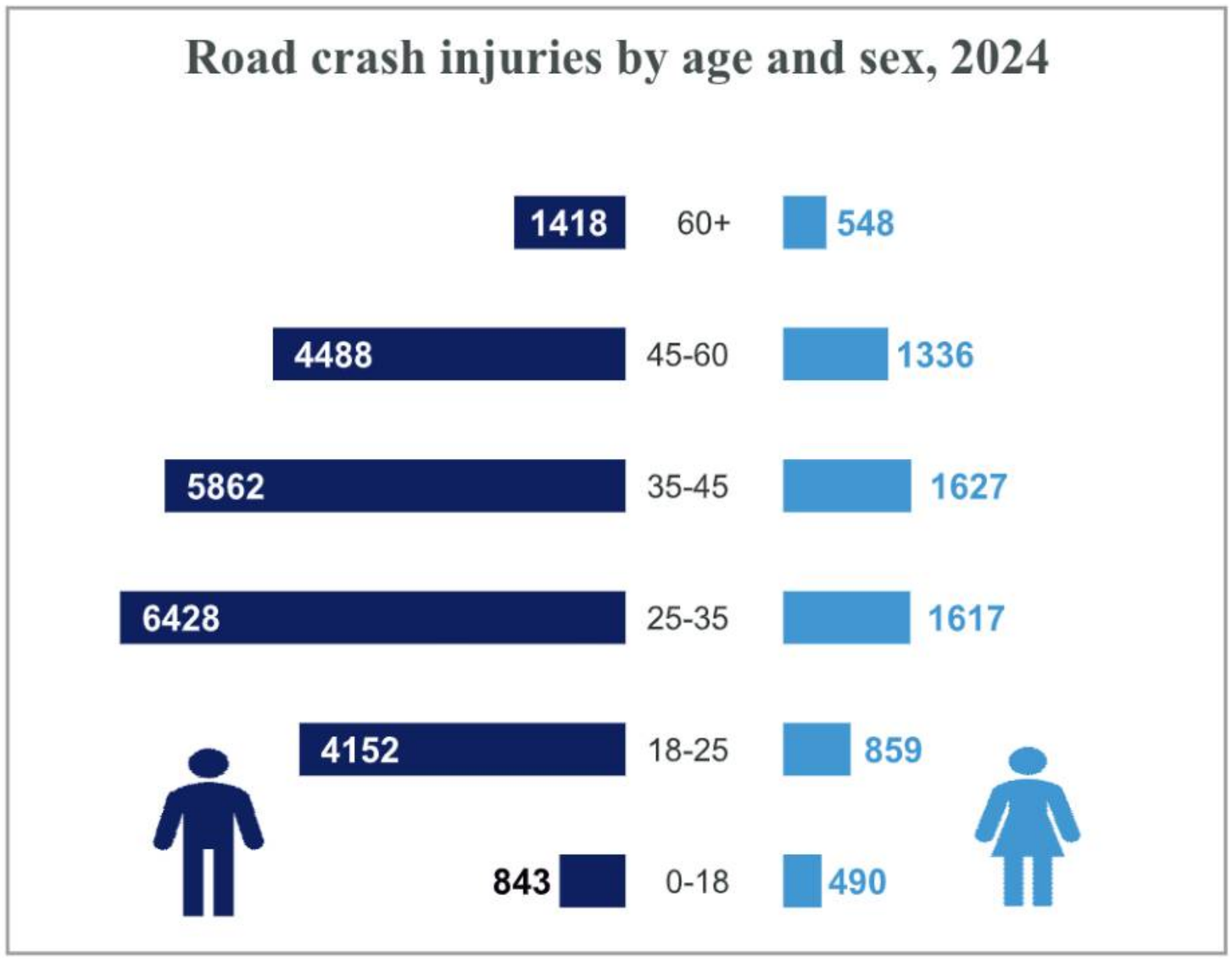


88%

of fatalities were reported in men

Age was unknown for 390 (2%) fatalities.

Fifty two percent of the injuries occurred among men and women aged 25–45 years.



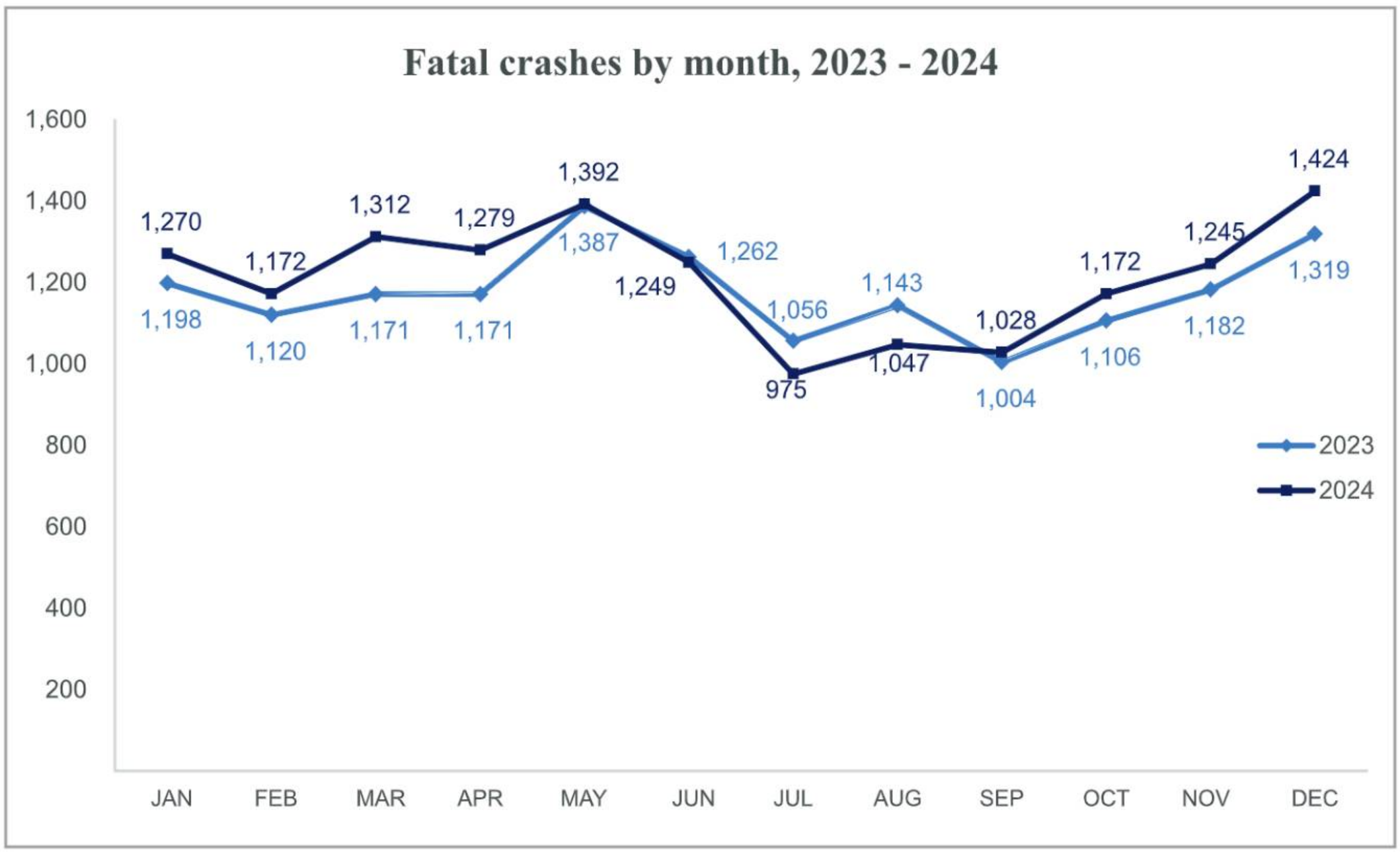
78%

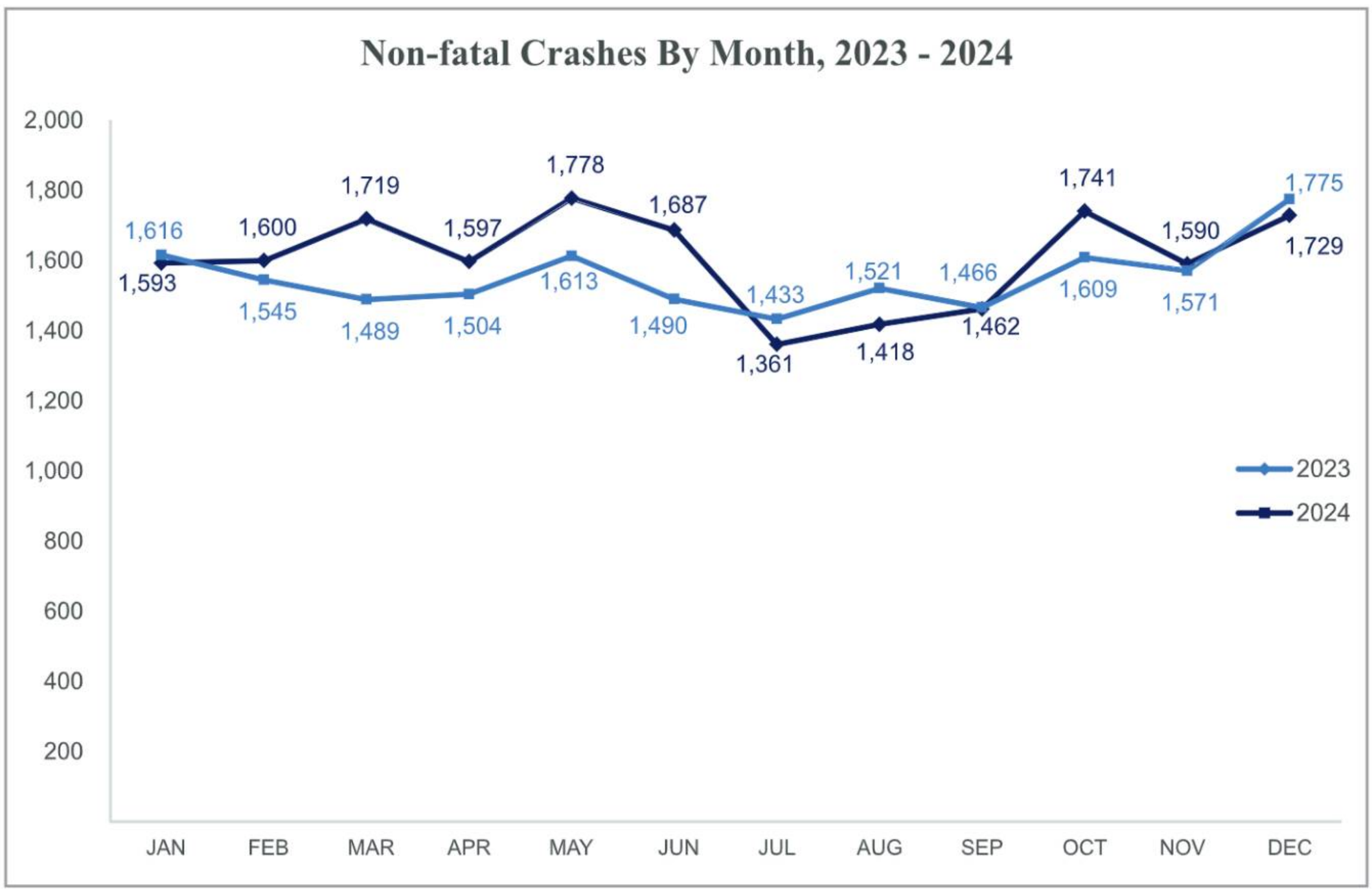
of injuries were reported in men

Age was unknown for 867 (3%) injuries.

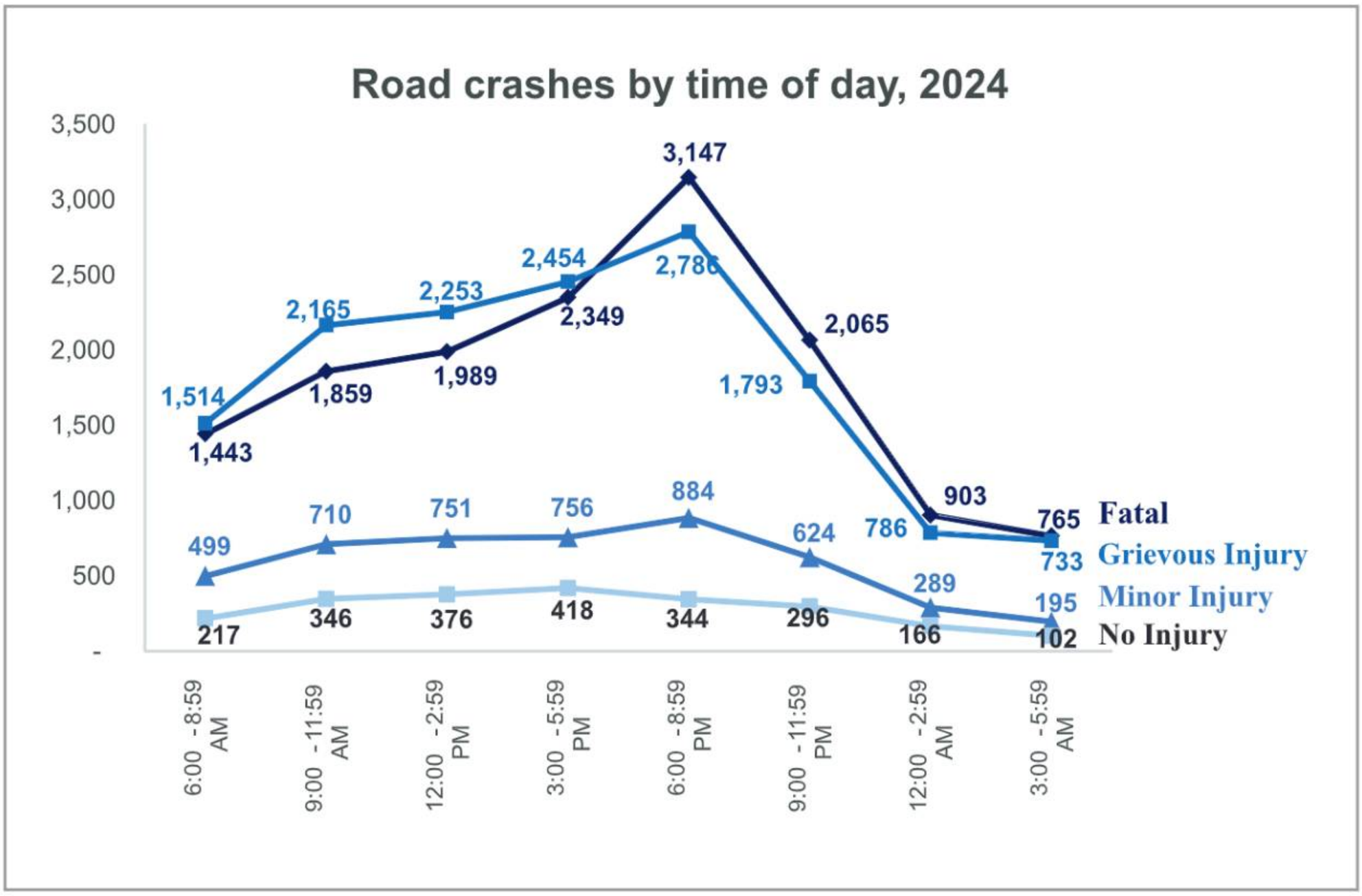
6. Road crashes by Month and Time of day (2023-2024)

May and December recorded the highest numbers of both fatal and non-fatal crashes in 2023 and 2024 (potentially due to holiday and festive seasons). On average, these two months saw 1,381 fatal crashes each year compared to 1,158 in the other months, and 1,724 non-fatal crashes compared to 1,551 in the other months.





Nearly a fifth of fatal and grievous injury crashes occurred during 6 pm - 9 pm.



Time of the crash was unknown for 141 (0.4%) crashes.

7. Who Hit Whom matrix, 2024

Victims and their impacting vehicles in fatal crashes, 2024

More than half of the two-wheeler riders and nearly half of the pedestrians died due to collisions with either two-wheelers or cars, taxis, vans and light motor vehicles (LMVs).

Victims	Impacting Vehicles						TOTAL
	Two Wheelers	Auto Rickshaws	Cars, Taxis, Vans & LMV	Trucks/ Lorries	Buses	Others	
Pedestrian	726	113	904	556	169	876	**3,344**
Bicycles	39	9	37	21	11	44	**161**
Two Wheelers	2,501	144	2,232	1,540	251	1,802	**8,470**
Auto Rickshaws	10	66	117	87	22	77	**379**
Cars, Taxis, Vans & LMV	17	5	862	576	64	315	**1,839**
Trucks/Lorries	-	-	56	406	23	113	**598**
Buses	-	-	6	56	60	29	**151**
Others	13	13	146	210	18	373	**773**
TOTAL	**3,306**	**350**	**4,360**	**3,452**	**618**	**3,629**	**15,715**

** Others include ambulances, fire brigade, JCB, tractor, trailer, e-rickshaw, animal drawn cart, unknowns, etc.*

Victims and their impacting vehicles in injury crashes, 2024

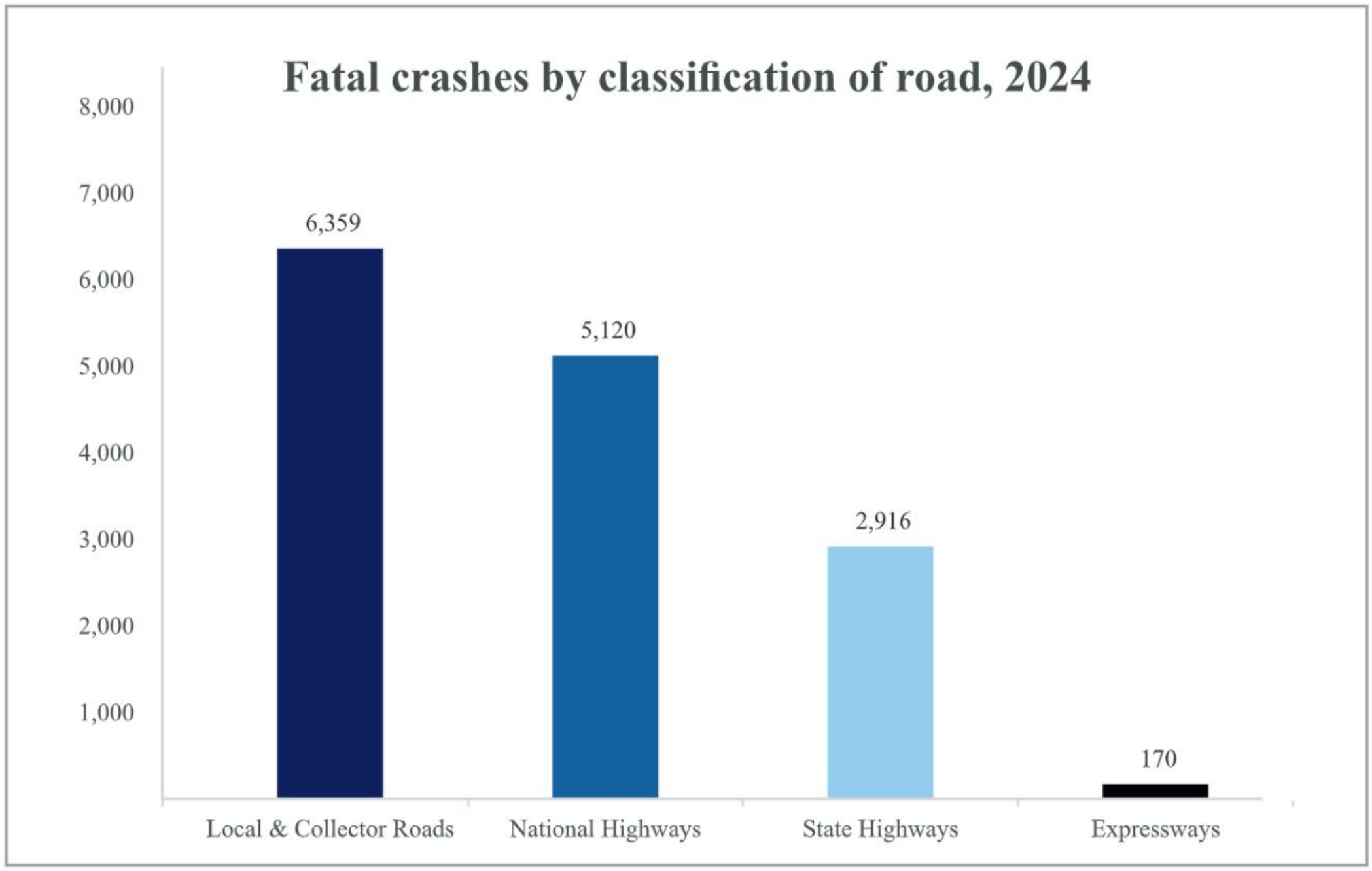
Nearly 70% of two-wheeler riders and pedestrians got injured due to collisions with either two-wheelers or four-wheelers (i.e. cars, taxis, vans and LMVs). Over three-fourths of four-wheeler occupants were injured in collisions with other four-wheelers or with trucks and lorries.

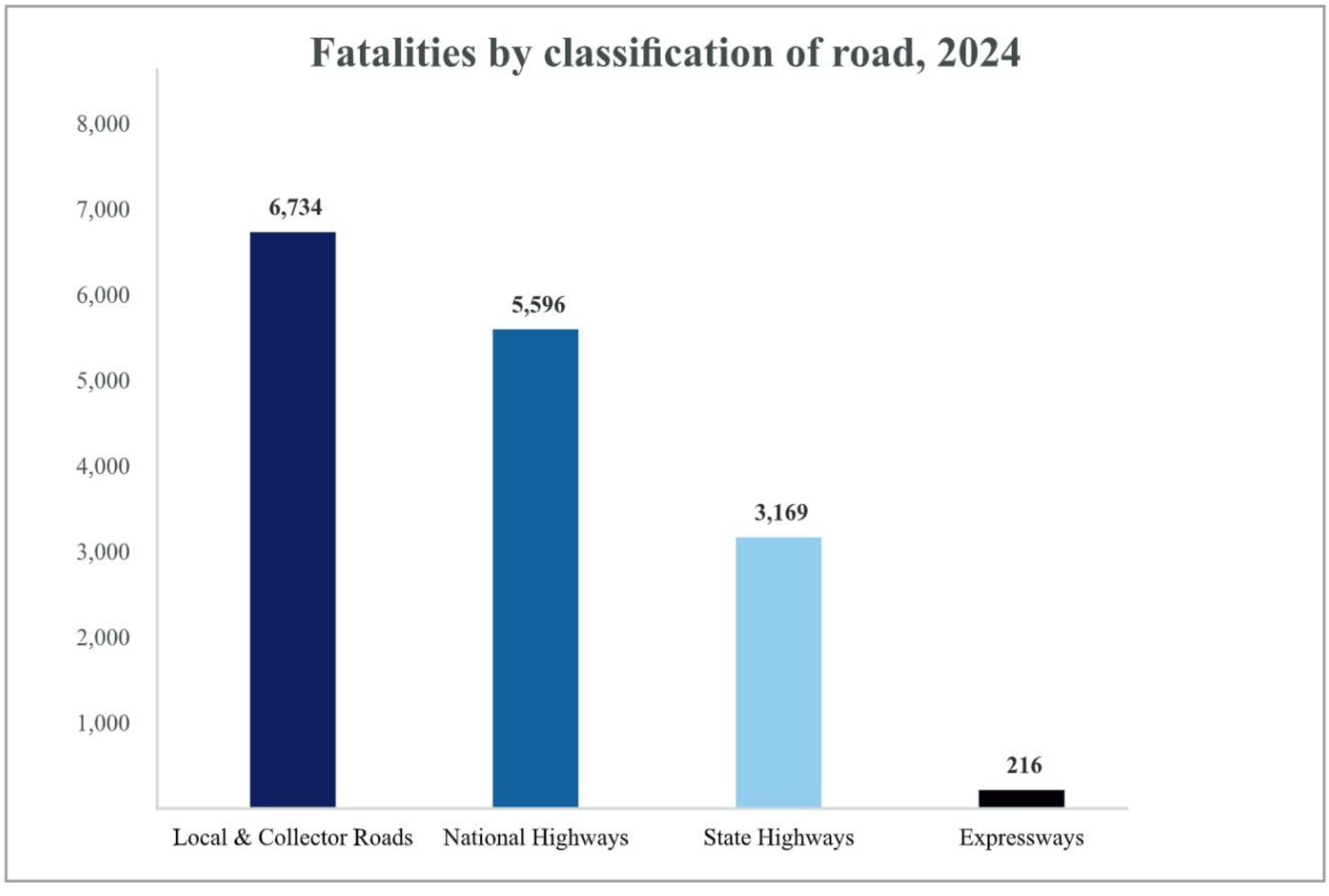
Victims	Impacting Vehicles						TOTAL
	Two Wheelers	Auto Rickshaws	Cars, Taxis, Vans & LMV	Trucks/L orries	Buses	Others	
Pedestrian	2,159	348	1,533	457	256	699	**5,452**
Bicycles	148	14	61	19	9	26	**277**
Two Wheelers	4,830	621	5,092	1,834	442	2,073	**14,892**
Auto Rickshaws	103	287	611	235	115	224	**1,575**
Cars, Taxis, Vans & LMV	91	71	2,233	1,144	202	710	**4,451**
Trucks/Lorries	1	4	84	568	67	151	**875**
Buses	0	5	81	498	518	471	**1,573**
Others	73	29	211	326	114	687	**1,440**
TOTAL	**7,405**	**1,379**	**9,906**	**5,081**	**1,723**	**5,041**	**30,535**

** Others include ambulances, fire brigade, JCB, tractor, trailer, e-rickshaw, animal drawn cart, unknowns, etc.*

8. Fatal crashes & Fatalities by Road classification, 2024

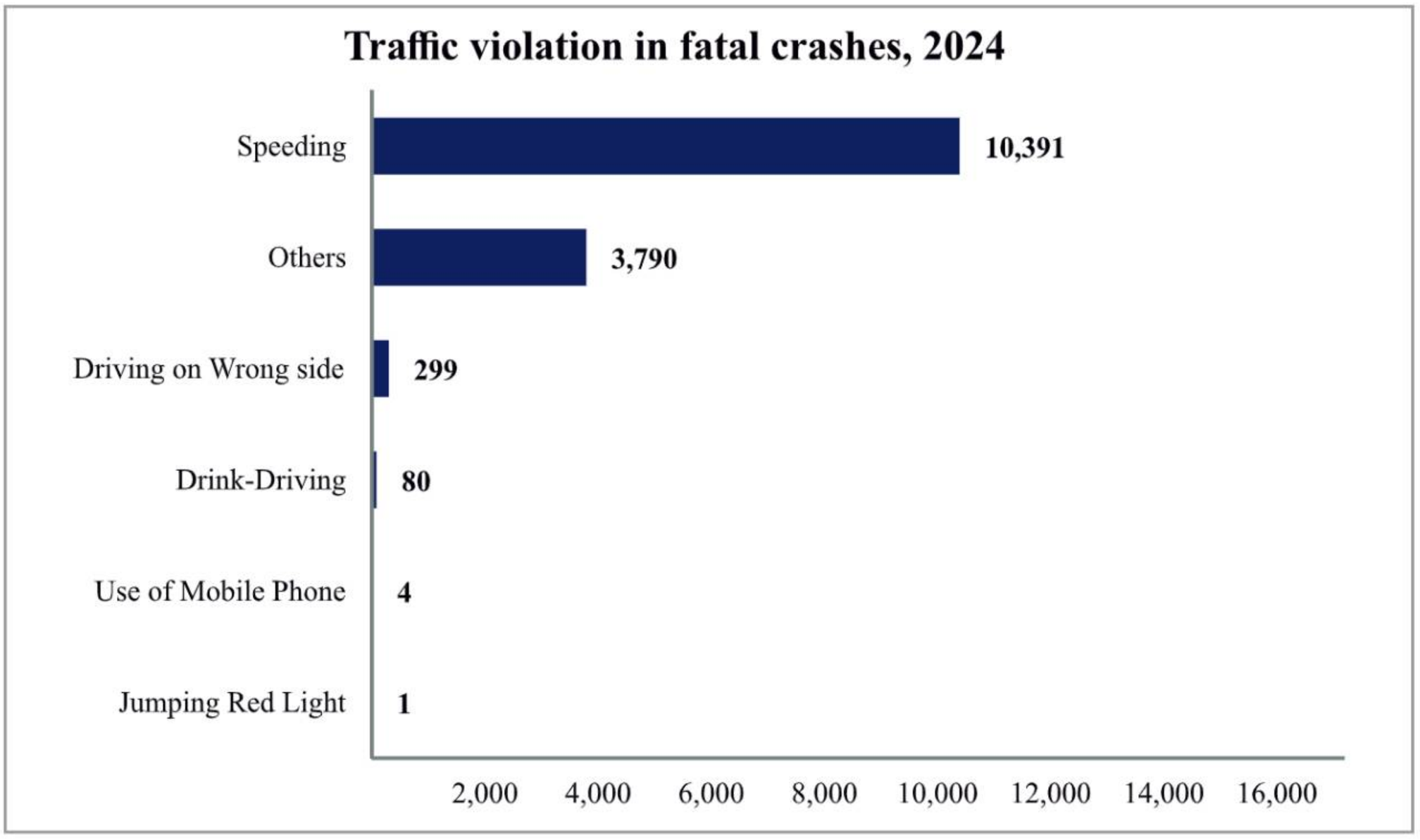
In 2024, over 40% of fatal crashes and fatalities occurred on local and collector roads ('other' roads) alone. The national and state highways together accounted for more than half of all fatal crashes and fatalities.

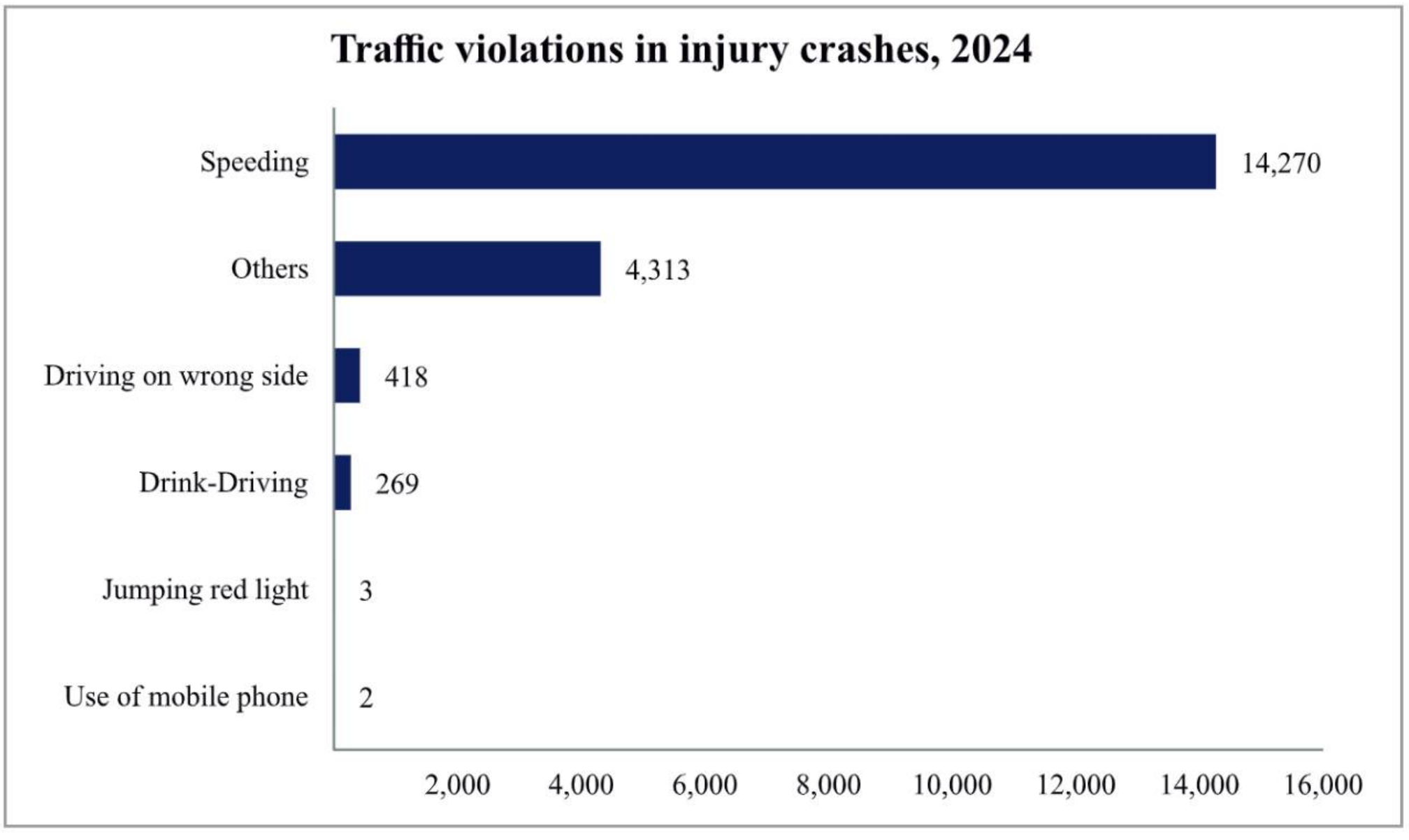




9. Traffic Violations in Road crashes, 2024

Speeding was reported as a contributing factor in more than 70% of fatal and injury crashes. This is in line with the findings from the observational research on 'road safety behavioral risk factors' in Maharashtra, which found that 11% of vehicles were travelling above the posted speed limit. Moreover, other violations were recorded less frequently which may reflect gaps in documentation practices that merit review. *(See table below for research details and findings on speeding).*





Findings from the observation study on speed conducted in Maharashtra, 2024

Introduction: A roadside observations study was conducted by the Johns Hopkins International Injury Research Unit (JH-IIRU) of the Johns Hopkins University (JHU) under the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS) project *(through a partnership with Indian Institute of Technology (IIT), Bombay)*

Study type: An observation survey was conducted on the key road safety risk factor- speed

Study duration: March 2024

Total observation sites: 30 locations in Maharashtra

Total observations: 1,35,435

Observation time: 6:30 am - 7:00 pm on both weekend days and weekdays

Findings:

- Overall, 11% of all vehicles were observed to be driving above the posted speed limit.
- When disaggregated by vehicle type, motorcycles showed the highest prevalence of speeding at 17%, followed by sport utility vehicles (SUVs) at 15%. Among all vehicles, SUVs had the highest average speed (68 km/h).
- Speeding was most prevalent on state highways (12%) and national highways (11%), compared to expressways (6%).
- Speeding was more common in lower speed zones—69% of vehicles exceeded the 40 km/h speed limit, compared to just 4% in the 80 km/h zone—indicating greater non-compliance in lower speed limit zones.
- The average free-flow speed was 64 km/hour, with heavy vehicles having a slightly higher mean speed (67 km/h) compared to motorcycles (64 km/h) and light vehicles (62 km/h).
- Speeding over the posted limit was most prevalent on Wednesday (21%). Speeding was generally lower during the weekend.

10. Road Crashes by Police Units, 2024

Total road crashes by police units, 2024

Mumbai City topped all police units with the highest total number of road crashes. More than 25% of all crashes in Maharashtra were recorded by five police units that include Mumbai (City), Pune (Rural), Ahilyanagar, Nashik (Rural), and Pune (City).

Sr. No	Police Units	Total Crashes
1	Mumbai (City)	2,604
2	Pune (Rural)	2,079
3	Ahilyanagar	1,925
4	Nashik (Rural)	1,495
5	Pune (City)	1,403
6	Nagpur (City)	1,255
7	Solapur (Rural)	1,249
8	Pimpri Chinchwad (City)	1,203
9	Kolhapur	1,120
10	Thane (City)	1,017
11	Satara	1,009
12	Jalgaon	950
13	Sangli	942
14	Nagpur (Rural)	913
15	Nanded	864
16	Beed	856
17	Latur	802
18	Navi Mumbai	784
19	Chandrapur	783
20	Chhatrapati Sambhajinagar (Rural)	781
21	Yawatmal	764
22	Buldhana	762
23	Dhule	740
24	Raigad	732
25	Mira-Bhayander, Vasai-Virar (Cities)	700
26	Jalna	620
27	Dharashiv	590
28	Chhatrapati Sambhajinagar (City)	582
29	Amravati (Rural)	571
30	Nashik (City)	512
31	Palghar	511
32	Akola	509
33	Parbhani	479
34	Amravati (City)	454
35	Bhandara	417
36	Wardha	402
37	Ratnagiri	385
38	Thane (Rural)	371
39	Hingoli	362
40	Gondia	333
41	Nandurbar	297
42	Washim	283
43	Gadchiroli	261
44	Sindhudurg	224
45	Solapur (City)	223
Total		**36,118**

Total road crash fatalities by police units, 2024

Nashik Rural reported the highest number of road crash fatalities. More than 40% of all fatalities in Maharashtra were recorded by the top ten police units that include Nashik (Rural), Pune (Rural), Ahilyanagar, Solapur (Rural), Jalgaon, Satara, Chhatrapati Sambhajinagar (Rural), Beed, Sangli and Nanded.

Sr. No.	Police Units	Fatalities
1	Nashik (Rural)	1,031
2	Pune (Rural)	979
3	Ahilyanagar	873
4	Solapur (Rural)	735
5	Jalgaon	515
6	Satara	489
7	Chhatrapati Sambhajinagar (Rural)	463
8	Beed	458
9	Sangli	458
10	Nanded	450
11	Dhule	441
12	Nagpur (Rural)	436
13	Yawatmal	430
14	Buldhana	410
15	Kolhapur	410
16	Chandrapur	374
17	Pimpri Chinchwad (City)	374
18	Latur	370
19	Mumbai (City)	370
20	Amravati (Rural)	349
21	Jalna	348
22	Palghar	347
23	Nagpur (City)	345
24	Pune (City)	345
25	Dharashiv	329
26	Navi Mumbai	301
27	Raigad	273
28	Thane (City)	230
29	Parbhani	219
30	Hingoli	213
31	Akola	197
32	Thane (Rural)	197
33	Nashik (City)	197
34	Nandurbar	192
35	Chhatrapati Sambhajinagar (City)	188
36	Wardha	187
37	Gondia	173
38	Mira-Bhayander, Vasai-Virar (Cities)	167
39	Gadchiroli	160
40	Washim	155
41	Bhandara	147
42	Ratnagiri	120
43	Amravati (City)	100
44	Sindhudurg	93
45	Solapur (City)	77
Total		**15,715**

Road crash fatality rate by districts 2024

Dharashiv reported the highest fatality rate (i.e. deaths per 1,00,000 population) amongst all districts in Maharashtra.

Sr. No.	District	PU in each district	Fatalities	Fatality Rate
1	Dharashiv	Dharashiv	329	17.78
2	Dhule	Dhule	441	17.71
3	Ahilyanagar	Ahilyanagar	873	16.98
4	Solapur	Solapur (City), Solapur (Rural)	812	16.67
5	Nashik	Nashik (City), Nashik (Rural)	1,228	16.24
6	Chandrapur	Chandrapur	374	15.91
7	Satara	Satara	489	15.19
8	Hingoli	Hingoli	213	15.11
9	Sangli	Sangli	458	14.82
10	Beed	Beed	458	14.68
11	Nagpur	Nagpur (City), Nagpur (Rural)	781	14.57
12	Jalna	Jalna	348	14.50
13	Amravati	Amravati (City), Amravati (Rural)	449	13.99
14	Yavatmal	Yavatmal	430	13.69
15	Wardha	Wardha	187	13.65
16	Buldhana	Buldhana	410	13.58
17	Pune	Pimpri Chinchwad (City), Pune (City), Pune (Rural)	1698	13.54
18	Chatrapati Sambhajinagar	Chatrapati Sambhajinagar (City), Chatrapati Sambhajinagar (Rural)	651	13.53
19	Gadchiroli	Gadchiroli	160	13.45
20	Latur	Latur	370	12.67
21	Gondia	Gondia	173	11.85
22	Bhandara	Bhandara	147	11.57
23	Nanded	Nanded	450	11.36
24	Sindhudurg	Sindhudurg	93	11.20
25	Washim	Washim	155	10.99
26	Jalgaon	Jalgaon	515	10.53
27	Parbhani	Parbhani	219	9.82
28	Akola	Akola	197	9.75
29	Kolhapur	Kolhapur	410	9.58
30	Nandurbar	Nandurbar	192	9.14
31	Raigad	Raigad	273	8.61
32 & 33	Thane & Palghar	Thane (City), Thane (Rural), Navi Mumbai, Mira-Bhayander, Vasai-Virar (Cities), Palghar	1242	8.05
34	Ratnagiri	Ratnagiri	120	7.84
35 & 36	Mumbai City & Suburban	Mumbai (City)	370	2.84

Note: Districts indicate administrative boundaries and police units falling under each district are given against each district.
Population source for 2024: https://www.census2011.co.in/census/state/districtlist/maharashtra.html

Total road crash injuries by police units, 2024

Mumbai City reported the highest number of road crash injuries. Nearly 45% of all road crash injuries in Maharashtra were recorded by the top ten police units that include Mumbai (City), Pune (Rural), Ahilyanagar, Nagpur (City), Solapur (Rural), Nagpur (Rural), Pune (City), Pimpri Chinchwad (City), Kolhapur, and Thane (City).

Sr. No.	Police Units	Injuries
1	Mumbai (City)	2,722
2	Pune (Rural)	1,546
3	Ahilyanagar	1,352
4	Nagpur (City)	1,281
5	Solapur (Rural)	1,202
6	Nagpur (Rural)	1,196
7	Pune (City)	1,041
8	Pimpri Chinchwad (City)	1,012
9	Kolhapur	1,003
10	Thane (City)	931
11	Raigad	840
12	Sangli	755
13	Satara	750
14	Nashik (Rural)	750
15	Dhule	706
16	Beed	681
17	Navi Mumbai	679
18	Chandrapur	641
19	Jalgaon	615
20	Mira-Bhayander, Vasai-Virar (Cities)	600
21	Ratnagiri	556
22	Jalna	538
23	Dharashiv	536
24	Akola	521
25	Amravati (Rural)	518
26	Yawatmal	510
27	Buldhana	508
28	Nanded	482
29	Latur	471
30	Chhatrapati Sambhajinagar (City)	447
31	Nashik (City)	444
32	Parbhani	436
33	Nandurbar	434
34	Wardha	431
35	Bhandara	426
36	Chhatrapati Sambhajinagar (Rural)	415
37	Amravati (City)	397
38	Thane (Rural)	372
39	Sindhudurg	336
40	Gondia	309
41	Hingoli	288
42	Palghar	275
43	Washim	216
44	Gadchiroli	193
45	Solapur (City)	173
Total		**30,535**

11. Motorcyclist and Pedestrian Fatalities by Police Units, 2024

Motorcyclist fatalities per police unit, 2024

Pune (Rural) recorded the highest number of motorcyclist fatalities among all police units.

Sr. No.	Police Units	Motorcyclist Fatalities
1	Pune (Rural)	594
2	Ahilyanagar	568
3	Solapur (Rural)	430
4	Nashik (Rural)	374
5	Yawatmal	292
6	Satara	279
7	Dhule	278
8	Kolhapur	277
9	Beed	271
10	Nagpur (Rural)	258
11	Sangli	257
12	Amravati (Rural)	249
13	Chhatrapati Sambhajinagar (Rural)	248
14	Chandrapur	227
15	Pimpri Chinchwad (City)	220
16	Palghar	218
17	Jalna	203
18	Nanded	197
19	Buldhana	189
20	Pune (City)	185
21	Nagpur (City)	183
22	Latur	176
23	Parbhani	151
24	Mumbai (City)	148
25	Osmanabad	139
26	Jalgaon	132
27	Raigad	122
28	Thane (City)	121
29	Akola	113
30	Nandurbar	113
31	Hingoli	112
32	Nashik (City)	111
33	Navi Mumbai	111
34	Chhatrapati Sambhajinagar (City)	105
35	Wardha	96
36	Washim	95
37	Gondia	86
38	Mira-Bhayander, Vasai-Virar (Cities)	82
39	Thane (Rural)	81
40	Bhandara	80
41	Gadchiroli	78
42	Ratnagiri	73
43	Amravati (City)	57
44	Sindhudurg	54
45	Solapur (City)	37

Pedestrian fatalities per police unit, 2024

Mumbai City recorded the highest number of pedestrian fatalities among all police units, followed by Ahilyanagar.

Sr. No	Police Units	Pedestrian Fatalities
1	Mumbai (City)	185
2	Ahilyanagar	184
3	Solapur (Rural)	178
4	Pune (Rural)	165
5	Nashik (Rural)	136
6	Pimpri Chinchwad (City)	123
7	Nanded	122
8	Pune (City)	119
9	Beed	114
10	Nagpur (City)	104
11	Thane (City)	97
12	Jalna	95
13	Dharashiv	95
14	Jalgaon	93
15	Latur	91
16	Dhule	90
17	Navi Mumbai	87
18	Nagpur (Rural)	86
19	Kolhapur	81
20	Sangli	77
21	Hingoli	70
22	Buldhana	69
23	Chandrapur	69
24	Palghar	66
25	Satara	64
26	Nashik (City)	63
27	Akola	55
28	Mira-Bhayander, Vasai-Virar (Cities)	55
29	Chhatrapati Sambhajinagar (City)	54
30	Yawatmal	51
31	Raigad	44
32	Thane (Rural)	36
33	Amravati (Rural)	34
34	Solapur (City)	32
35	Wardha	31
36	Nandurbar	31
37	Parbhani	30
38	Bhandara	29
39	Sindhudurg	24
40	Washim	23
41	Chhatrapati Sambhajinagar (Rural)	22
42	Ratnagiri	20
43	Gadchiroli	19
44	Amravati (City)	19
45	Gondia	12

12. Fatalities & Injuries by Vehicle Type by Police Units, 2024

Fatalities due to collision with motorcyclists per police unit, 2024

Satara recorded the highest number of fatalities caused due to collisions with motorcyclists.

Sr. No	Police Units	Fatalities due to collision with motorcyclists
1	Satara	302
2	Nashik (Rural)	222
3	Pune (Rural)	178
4	Yavatmal	176
5	Sangli	160
6	Dhule	143
7	Beed	129
8	Nagpur (Rur	al)116
9	Dharashiv	105
10	Solapur (Rural)	98
11	Latur	96
12	Gadchiroli	85
13	Kolhapur	84
14	Pune (City)	83
15	Hingoli	80
16	Mumbai (City)	80
17	Amravati (Rural)	71
18	Mira-Bhayander, Vasai-Virar (Cities)	70
19	Thane (Rural)	67
20	Gondia	63
21	Navi Mumbai	61
22	Palghar	60
23	Nagpur (City)	59
24	Jalna	58
25	Parbhani	57
26	Chandrapur	53
27	Nashik (City)	51
28	Chhatrapati Sambhajinagar (Rural)	47
29	Akola	45
30	Solapur (City)	41
31	Chhatrapati Sambhajinagar (City)	38
32	Ratnagiri	35
33	Sindhudurg	34
34	Buldhana	33
35	Nandurbar	30
36	Thane (City)	29
37	Pimpri Chinchwad (City)	28
38	Bhandara	27
39	Ahilyanagar	27
40	Amravati (City)	27
41	Washim	23
42	Wardha	19
43	Raigad	15
44	Nanded	1
45	Jalgaon	0

Injuries due to collision with motorcyclists per police unit, 2024

Mumbai City recorded the highest number of injuries caused due to collisions with motorcyclists.

Sr. No.	Police Units	Injuries due to collision with motorcyclists
1	Mumbai (City)	795
2	Nagpur (Rural)	363
3	Satara	330
4	Pune (City)	304
5	Nagpur (City)	287
6	Kolhapur	274
7	Sangli	256
8	Thane (City)	249
9	Pune (Rural)	241
10	Solapur (Rural)	236
11	Pimpri Chinchwad (City)	222
12	Mira-Bhayander, Vasai-Virar (Cities)	190
13	Nashik (Rural)	186
14	Akola	182
15	Dhule	181
16	Dharashiv	180
17	Parbhani	171
18	Yavatmal	166
19	Beed	165
20	Amravati (Rural)	163
21	Latur	150
22	Amravati (City)	149
23	Chhatrapati Sambhajinagar (City)	146
24	Navi Mumbai	140
25	Hingoli	135
26	Chandrapur	133
27	Ratnagiri	124
28	Nashik (City)	124
29	Bhandara	117
30	Jalna	111
31	Raigad	105
32	Gondia	101
33	Chhatrapati Sambhajinagar (Rural)	87
34	Thane (Rural)	87
35	Solapur (City)	80
36	Nandurbar	71
37	Gadchiroli	60
38	Palghar	57
39	Jalgaon	55
40	Washim	54
41	Sindhudurg	54
42	Ahilyanagar	51
43	Wardha	48
44	Buldhana	24
45	Nanded	1

Fatalities due to collision with four-wheelers per police unit, 2024

Pune (Rural) recorded the highest number of fatalities caused due to collisions with four-wheelers (cars, taxis, vans & light motor vehicles (LMVs)).

Sr. No.	Police Units	Fatalities due to collision with Four-wheelers
1	Pune (Rural)	512
2	Ahilyanagar	440
3	Nashik (Rural)	407
4	Chhatrapati Sambhajinagar (Rural)	259
5	Sangli	175
6	Jalgaon	128
7	Nanded	123
8	Solapur (Rural)	118
9	Nagpur (City)	115
10	Parbhani	108
11	Satara	108
12	Latur	102
13	Beed	101
14	Buldhana	100
15	Dharashiv	99
16	Yavatmal	90
17	Kolhapur	88
18	Raigad	85
19	Dhule	84
20	Amravati (Rural)	80
21	Thane (Rural)	76
22	Mumbai (City)	74
23	Jalna	68
24	Nagpur (Rural)	64
25	Hingoli	62
26	Nashik (City)	59
27	Pune (City)	51
28	Navi Mumbai	50
29	Palghar	47
30	Pimpri Chinchwad (City)	47
31	Akola	46
32	Chhatrapati Sambhajinagar (City)	43
33	Mira-Bhayander, Vasai-Virar (Cities)	42
34	Wardha	41
35	Gondia	36
36	Ratnagiri	35
37	Sindhudurg	32
38	Chandrapur	28
39	Solapur (City)	24
40	Amravati (City)	23
41	Washim	21
42	Thane (City)	21
43	Nandurbar	20
44	Bhandara	14
45	Gadchiroli	14

Injuries due to collision with four-wheelers per police unit, 2024

Mumbai City recorded the highest number of injuries caused due to collisions with four-wheelers (cars, taxis, vans & light motor vehicles (LMVs)) followed by Pune (Rural) and Ahilyanagar.

Sr. No.	Police Units	Injuries due to collision with Four-wheelers
1	Mumbai (City)	936
2	Pune (Rural)	835
3	Ahilyanagar	728
4	Nagpur (City)	599
5	Pune (City)	366
6	Sangli	333
7	Nagpur (Rural)	322
8	Kolhapur	313
9	Pimpri Chinchwad (City)	293
10	Beed	285
11	Nashik (Rural)	246
12	Satara	225
13	Solapur (Rural)	225
14	Thane (City)	224
15	Jalgaon	222
16	Ratnagiri	212
17	Navi Mumbai	210
18	Dhule	199
19	Nashik (City)	194
20	Wardha	181
21	Chhatrapati Sambhajinagar (Rural)	170
22	Raigad	163
23	Amravati (Rural)	150
24	Dharashiv	149
25	Sindhudurg	144
26	Amravati (City)	144
27	Akola	141
28	Yavatmal	130
29	Jalna	129
30	Thane (Rural)	129
31	Chhatrapati Sambhajinagar (City)	129
32	Parbhani	128
33	Buldhana	125
34	Mira-Bhayander, Vasai-Virar (Cities)	124
35	Nanded	121
36	Latur	117
37	Bhandara	95
38	Chandrapur	87
39	Palghar	69
40	Hingoli	67
41	Gondia	62
42	Washim	55
43	Solapur (City)	49
44	Nandurbar	47
45	Gadchiroli	34

Fatalities due to collision with truck/lorries per police unit, 2024

Jalgaon recorded the highest number of fatalities caused due to collisions with trucks and lorries, followed by Nashik (Rural), Ahilyanagar, and Pune (Rural).

Sr. No.	Police Units	Fatalities due to collision with Trucks/lorries
1	Jalgaon	305
2	Nashik (Rural)	273
3	Ahilyanagar	220
4	Pune (Rural)	207
5	Buldhana	141
6	Raigad	136
7	Solapur (Rural)	126
8	Thane (City)	104
9	Amravati (Rural)	102
10	Pimpri Chinchwad (City)	101
11	Dhule	97
12	Chandrapur	96
13	Nanded	93
14	Nagpur (Rural)	87
15	Sangli	86
16	Beed	85
17	Dharashiv	85
18	Yavatmal	83
19	Latur	82
20	Wardha	69
21	Nagpur (City)	69
22	Palghar	61
23	Kolhapur	56
24	Navi Mumbai	53
25	Akola	52
26	Chhatrapati Sambhajinagar (Rural)	51
27	Nashik (City)	43
28	Pune (City)	42
29	Washim	39
30	Bhandara	37
31	Nandurbar	36
32	Chhatrapati Sambhajinagar (City)	36
33	Jalna	34
34	Parbhani	33
35	Ratnagiri	33
36	Mumbai (City)	32
37	Satara	31
38	Gondia	31
39	Hingoli	30
40	Gadchiroli	24
41	Thane (Rural)	19
42	Amravati (City)	16
43	Sindhudurg	13
44	Solapur (City)	2
45	Mira-Bhayander, Vasai-Virar (Cities)	1

Injuries due to collision with truck/lorries per police unit, 2024

Pune (Rural) recorded the highest number of injuries caused due to collisions with trucks and lorries, followed by Raigad.

Sr. No.	Police Units	Injuries due to collision with trucks/lorries
1	Pune (Rural)	327
2	Raigad	288
3	Jalgaon	226
4	Ahilyanagar	224
5	Pimpri Chinchwad (City)	207
6	Thane (City)	202
7	Solapur (Rural)	198
8	Nashik (Rural)	189
9	Nagpur (Rural)	177
10	Buldhana	168
11	Nanded	157
12	Dhule	155
13	Nagpur (City)	146
14	Wardha	137
15	Kolhapur	132
16	Latur	131
17	Chandrapur	123
18	Akola	118
19	Dharashiv	115
20	Sangli	112
21	Ratnagiri	112
22	Amravati (Rural)	110
23	Nandurbar	106
24	Yavatmal	104
25	Thane (Rural)	91
26	Beed	88
27	Mumbai (City)	80
28	Jalna	71
29	Bhandara	67
30	Nashik (City)	67
31	Mira-Bhayander, Vasai-Virar (Cities)	65
32	Sindhudurg	63
33	Palghar	61
34	Chhatrapati Sambhajinagar (City)	59
35	Satara	58
36	Navi Mumbai	57
37	Pune (City)	55
38	Hingoli	50
39	Chhatrapati Sambhajinagar (Rural)	45
40	Washim	39
41	Amravati (City)	29
42	Gondia	23
43	Gadchiroli	22
44	Parbhani	18
45	Solapur (City)	9

13. Count of Blackspots by Police Units, 2022-2024

Nearly 45% of the blackspots came from top 5 police units - Mumbai City, Nashik Rural, Dhule, Chhatrapati Sambhajinagar City, and Beed in 2024. Nearly 60% of all the blackspots were located on national highways.

Rank	Police Unit	National Highway	State Highway	Other Road	Major Dist. Rd.	Express Ways	TOTAL
1	Mumbai City ©	0	0	180	0	0	180
2	Nashik Rural	55	22	2	0	0	79
3	Dhule	44	19	0	4	0	67
4	Chhatrapati Sambhajinagar City ©	11	35	3	0	0	49
5	Beed	29	11	0	0	0	40
6	Kolhapur	18	9	11	0	0	38
7	Ahilyanagar	37	0	0	0	0	37
8	Raigad	28	0	0	0	8	36
9	Chhatrapati Sambhajinagar Rural	24	8	0	0	0	32
10	Nanded	28	2	0	0	0	30
11	Hingoli	16	9	3	0	0	28
12	Nashik City ©	21	2	4	0	0	27
13	Navi Mumbai ©	7	0	20	0	0	27
14	Pune City ©	18	2	5	0	0	25
15	Gondia	19	1	0	0	0	20
16	Wardha	15	4	0	0	0	19
17	Nandurbar	12	4	0	0	0	16
18	Pimpari-Chichwad ©	11	0	3	0	1	15
19	Solapur City ©	14	1	0	0	0	15
20	Palghar	14	1	0	0	0	15
21	Thane Rural	15	0	0	0	0	15
22	Amravati Rural	0	13	0	1	0	14
23	Nagpur Rural	14	0	0	0	0	14
24	Solapur Rural	12	0	0	0	0	12
25	Jalna	11	0	0	0	0	11
26	Mira-Bhayandar-Vasai-Virar ©	6	1	2	0	0	9
27	Chandrapur	7	1	0	0	0	8
28	Sangli	6	2	0	0	0	8
29	Thane City ©	6	1	0	0	0	7
30	Pune Rural	7	0	0	0	0	7
31	Yavatmal	7	0	0	0	0	7
32	Nagpur City ©	3	1	2	0	0	6
33	Bhandara	6	0	0	0	0	6
34	Jalgaon	6	0	0	0	0	6
35	Parbhani	6	0	0	0	0	6
36	Satara	6	0	0	0	0	6
37	Ratnagiri	3	0	0	0	0	3
38	Buldhana	0	0	0	0	1	1
39	Sindhudurg	1	0	0	0	0	1
40	Washim	1	0	0	0	0	1
41	Amravati City ©	0	0	0	0	0	0
42	Akola	0	0	0	0	0	0
43	Dharashiv	0	0	0	0	0	0
44	Gadchiroli	0	0	0	0	0	0
45	Latur	0	0	0	0	0	0
	TOTAL	**544**	**149**	**235**	**5**	**10**	**943**

KEY FINDINGS & WAY FORWARD

Key Findings	Way Forward
An overall increase in crashes, fatalities and injuries ▪ 24% rise in fatal crashes and fatalities since 2019 ▪ 2% rise in total crashes compared to 2023 ▪ 5% increase in grievous injury crashes and 3% rise in fatal crashes since 2023	➢ Lead the development of a multi-sectoral road safety strategy and action plan for Maharashtra which includes clear goal of reducing crash fatalities and injuries in the state ➢ Implement a safe systems approach to road safety, combining infrastructure, enforcement, and communication interventions and focusing on high-risk locations, times, police units, roads, and infractions such as speeding. ➢ Couple enforcement with safer road design and incentives for walking, cycling, and using public transport.
Vulnerable road users were most affected ▪ nearly 80% of fatalities and injuries were among pedestrians, two- and three-wheeler riders and cyclists (>50% motorcyclists and pedestrians die in collision with two and four wheelers) **Majority of deaths among men aged 25–45 years** ▪ >50% of fatalities and injuries in this age group	➢ Build and develop safer roads for vulnerable road users specifically targeting speed reduction measures, safe pedestrian infrastructure and motorcyclist safety. ➢ Strictly enforce clasped helmet use.
Crashes peaked in May and December, and during evening hours (6–9 pm)	➢ Conduct further investigation on the cause of crashes during these months. ➢ Where applicable, designate vehicle-free or pedestrian-only zones as well as implement tactical urbanism. ➢ Increase visible enforcement combined with clear public messaging during high-risk months and times.
High incidence of crashes on national and state highways ▪ Nearly 3/4th of fatal/injury crashes occurred on highways	➢ Build and develop safer roads for vulnerable road users specifically targeting speed reduction measures, safe pedestrian infrastructure and motorcyclist safety. ➢ Strengthen highway patrols and enforcement of speed limits.
Speeding was identified as a major contributing factor	➢ Implement periodic speed monitoring on major high-risk roads. ➢ Increase deployment of speed detection and enforcement technologies. ➢ Ensure timely payment of challans to strengthen deterrence. ➢ Improve data quality by ensuring consistent and accurate recording of violations (and thereby potential causes) for better road safety planning.
Police unit-level variation in crash burden ▪ Nashik rural reported highest fatalities, Dharashiv reported highest fatality rate; and Mumbai city reported the highest crashes and injuries	➢ Prioritize police unit-specific action plans through district road safety committees, based on local crash patterns. ➢ Facilitate capacity building of police units for data-driven enforcement and prevention initiatives.

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