



MAHARASHTRA ROAD CRASH REPORT

2023



Maharashtra Road Crash Report 2023

Report By



Highway Police Maharashtra State

ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

In 2021 at least 1.19 million people were killed in road crashes globally, with nearly 20 to 50 million more sustaining non-fatal injuries. Maharashtra reported 35,243 road crashes, resulting in 15,366 fatalities and 29,764 injuries. This reflects a 6% increase in total crashes and a 13% rise in grievous injuries compared to the previous year. Although fatal crashes remained relatively stable, road crash fatalities increased by 1%. When viewed in a longer-term context, road crash fatalities show a notable 20% increase compared to pre-pandemic levels.

Vulnerable road users - two-wheeler and three-wheeler riders and pedestrians were disproportionately affected, accounting for 76% of fatalities and 69% of injuries respectively. Men accounted for 85% of fatalities and 80% of injuries, with the most affected age group being 25–45 years i.e., the productive age group.

More than 1/5th of the 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 holiday and festive seasons. While local and collector roads recorded the highest number of crashes, nearly 3/5th of the blackspots were concentrated on the national and state highways.

The analysis revealed that Pune rural reported the highest number of fatalities, Wardha 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 2022, India recorded at least 4,80,000 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 35,243 crashes in 2023. These crashes resulted in 15,366 road fatalities and 29,764 injuries. Out of 15,366 fatalities, 6,400 deaths (42%) occurred in ten police units - Pune Rural (1059), Nashik Rural (938), Ahilyanagar (886), Solapur Rural (723), Satara (515), Jalgaon (492), Chhatrapati Sambhajnagar Rural (475), Beed (450), Yavatmal (446), and Nagpur Rural (439).

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 35,243 crashes, local and collector roads accounted for 18,306 crashes, national highways accounted for 10,727 crashes, and state highways for 6,056 crashes.

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.

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 2023. It includes state-wide totals as well as disaggregated statistics for all police units in Maharashtra.

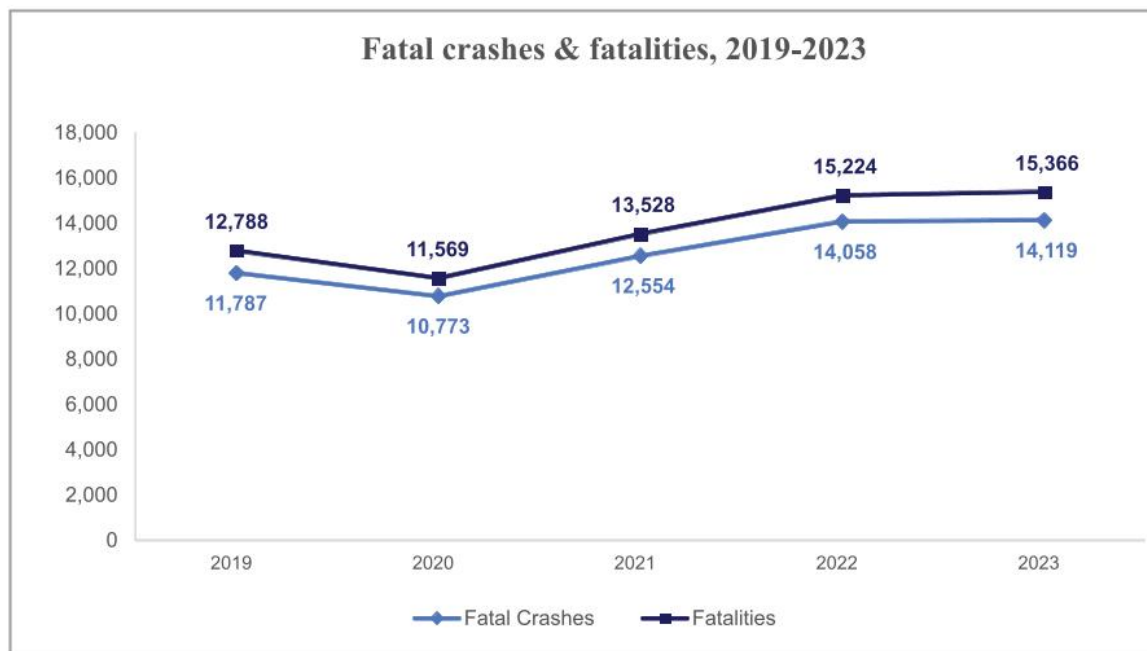
Data Analysis:

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. 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. Descriptive statistics were generated to support evidence-based planning for road safety interventions and policy development.

ROAD CRASH STATISTICS OF MAHARASHTRA – 2023

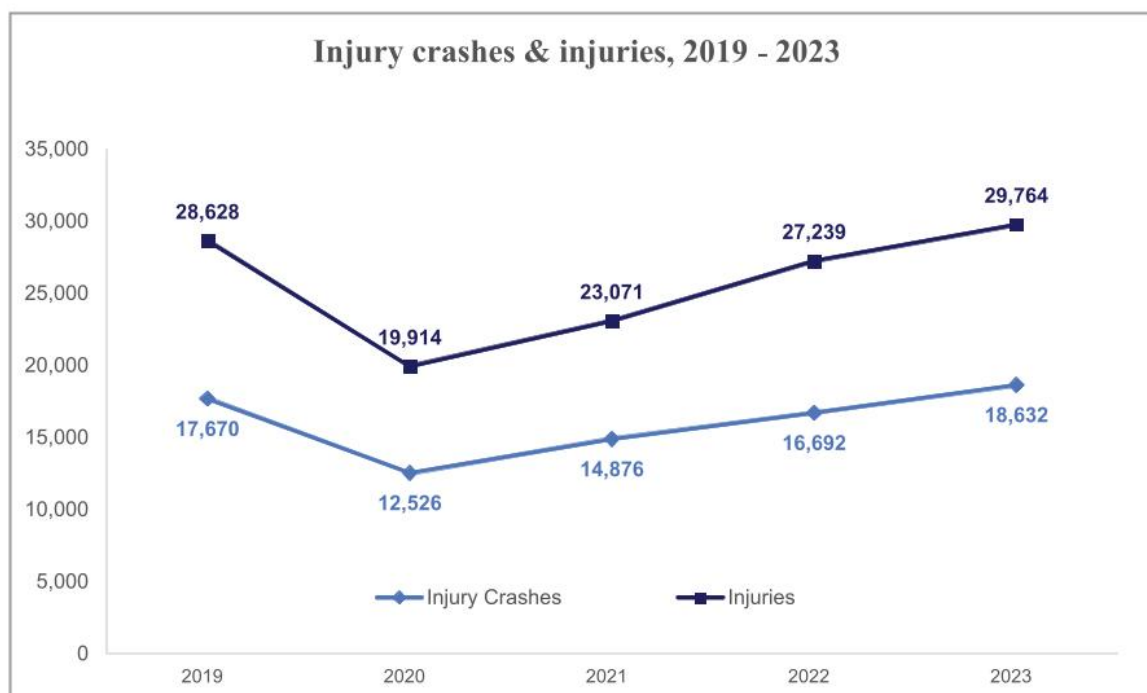
1. Overall Trend (2019-2023)

Overall increasing trend observed in fatal crashes and fatalities.



20%
Increase in fatal crashes as well as fatalities since 2019 (pre-pandemic)

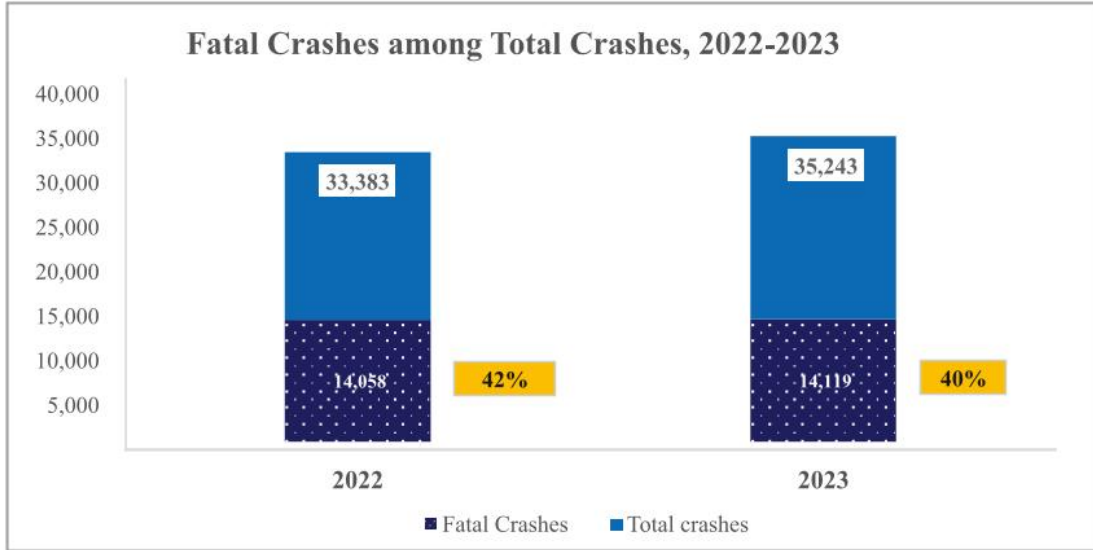
Overall increasing trend observed in injury crashes and injuries. Injury crashes increased by 12% while injuries increased by 9% since 2019.



13%
Increase in injury crashes as well as injuries since 2019 (pre-pandemic)

2. Year-on-Year Comparison (2022-2023)

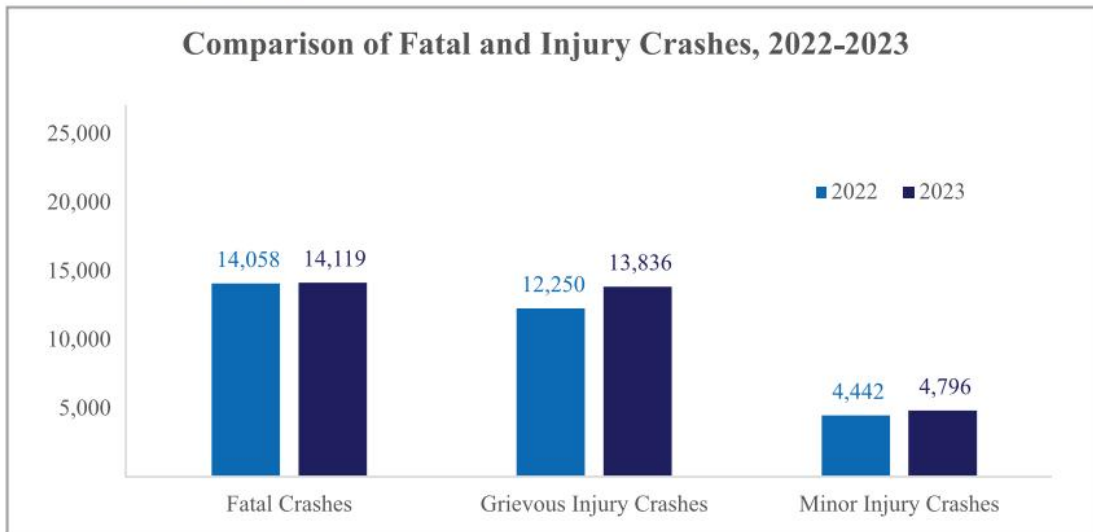
Maharashtra reported 35,243 crashes in 2023. These crashes resulted in 15,366 fatalities and 29,764 injuries.



6%

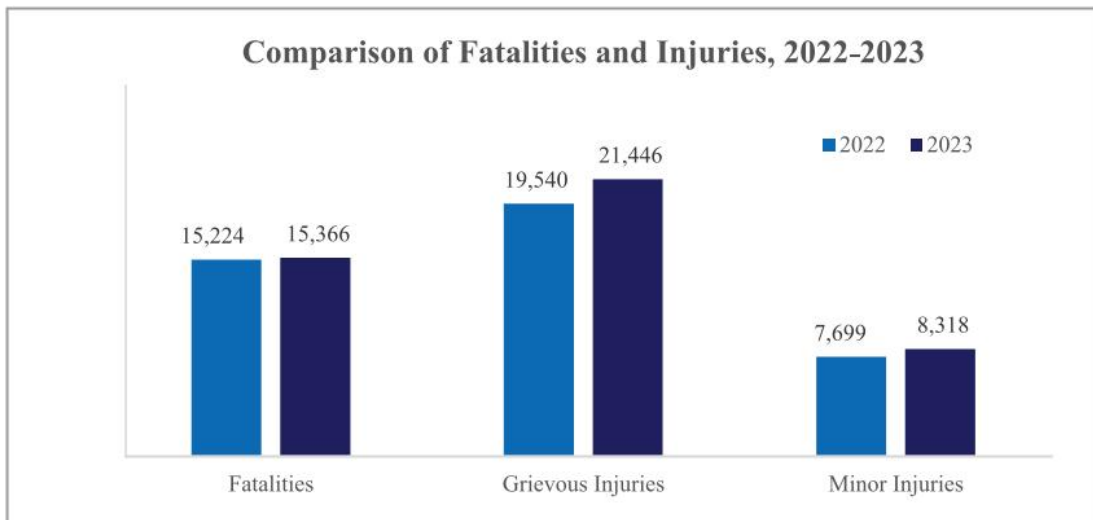
increase in total road crashes in a year

Grievous injury crashes and grievous injuries increased by $\geq 10\%$. Fatal crashes and fatalities remained stable.



13%

increase in grievous injury crashes

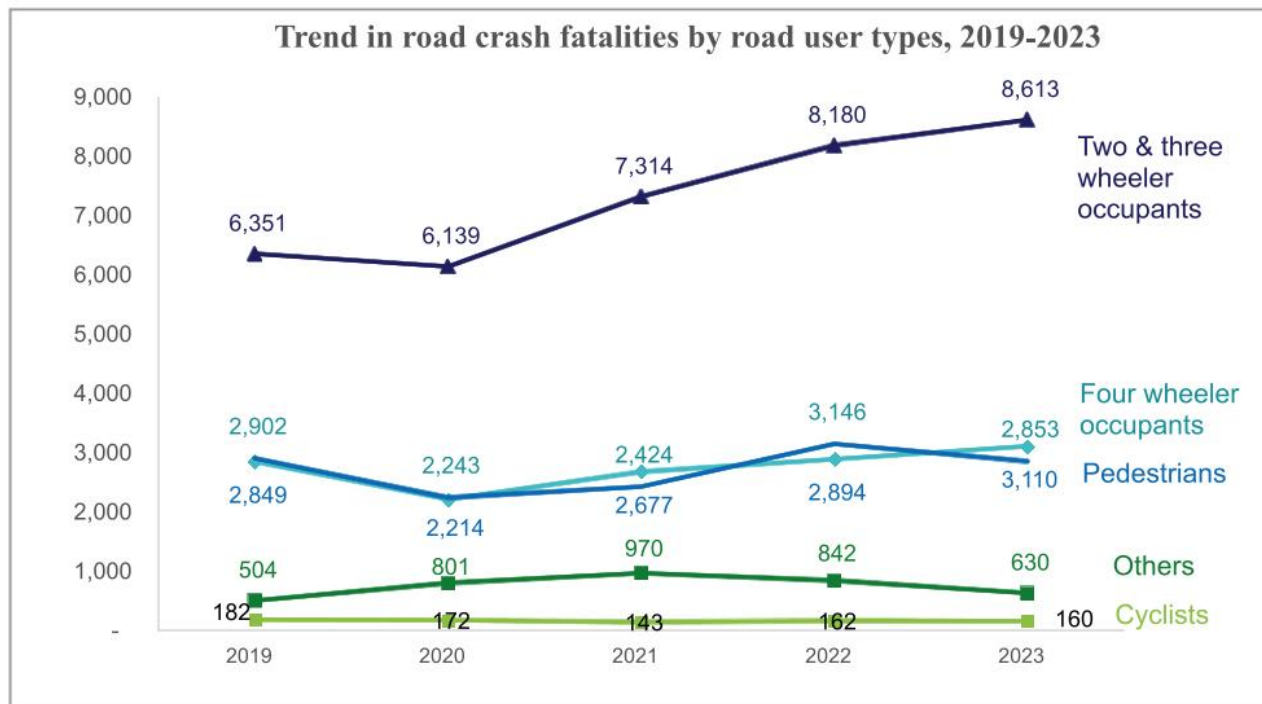


10%

increase in grievous injuries

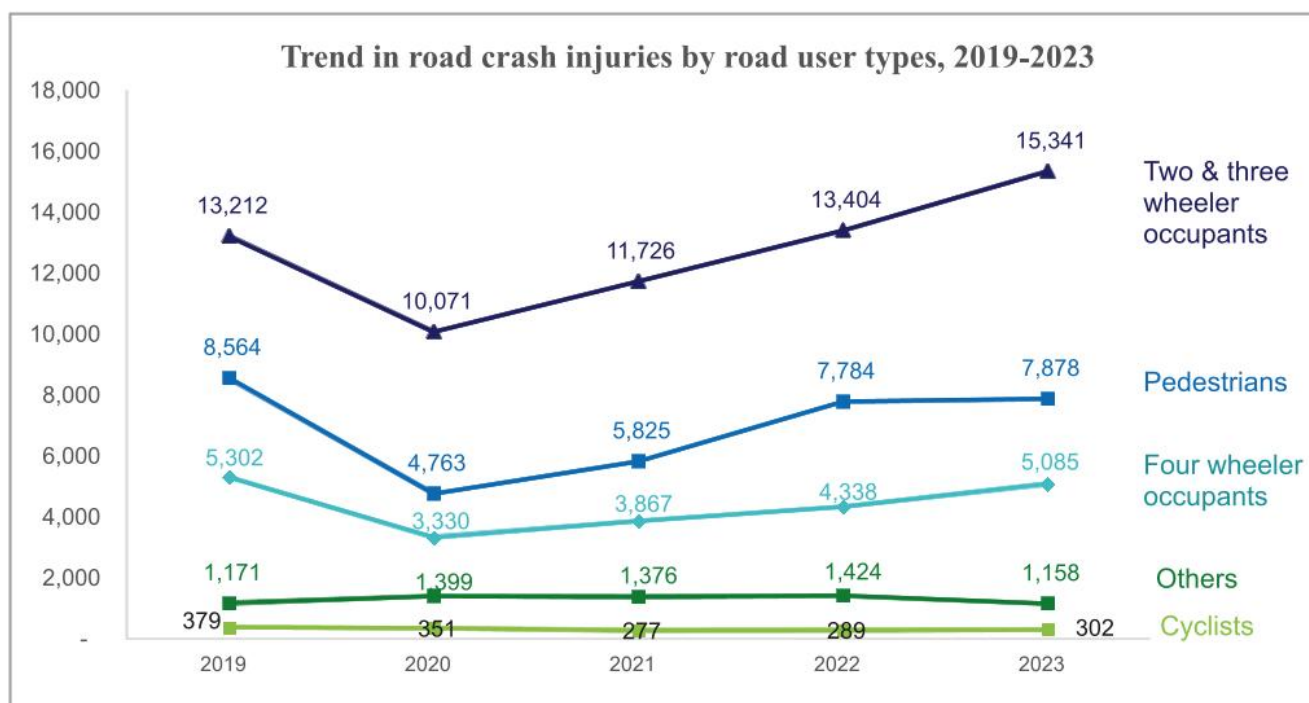
3. Trend by Road User Types (2019-2023)

A steep increase (36%) was observed in fatalities of two & three-wheeler occupants since 2019. They accounted for over half of road crash deaths.



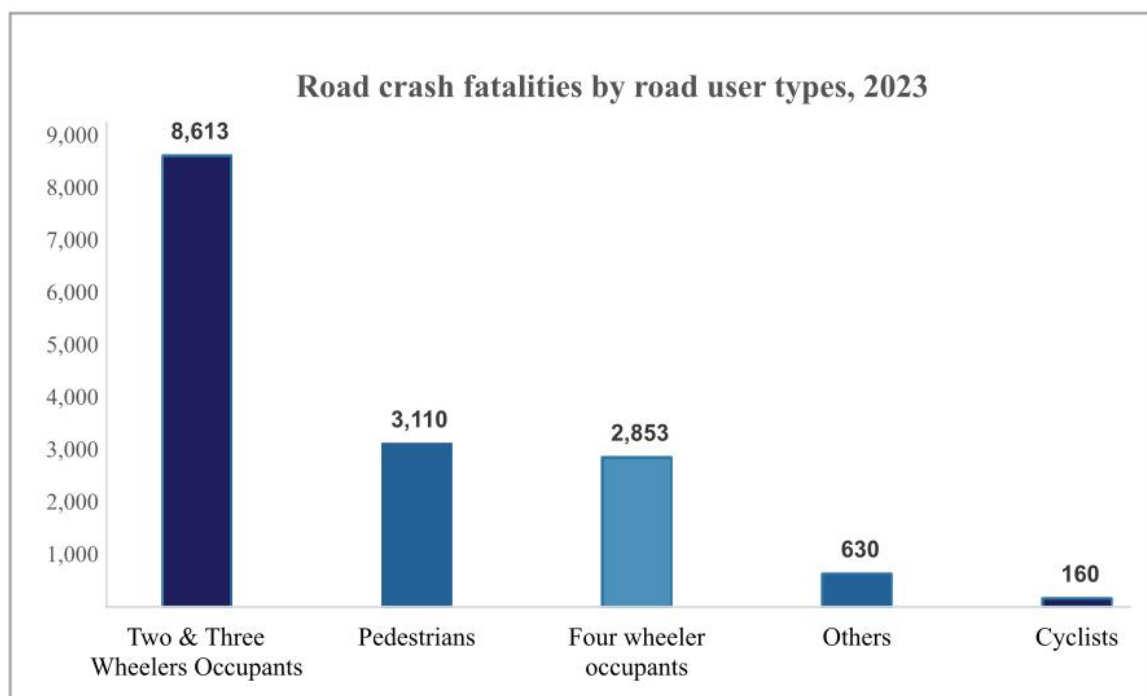
Injuries among two & three-wheeler occupants rose by 16%. Half of the total injuries occurred among two & three-wheeler occupants.

A slight decline was observed in injuries of four-wheeler occupants and pedestrians since 2019.



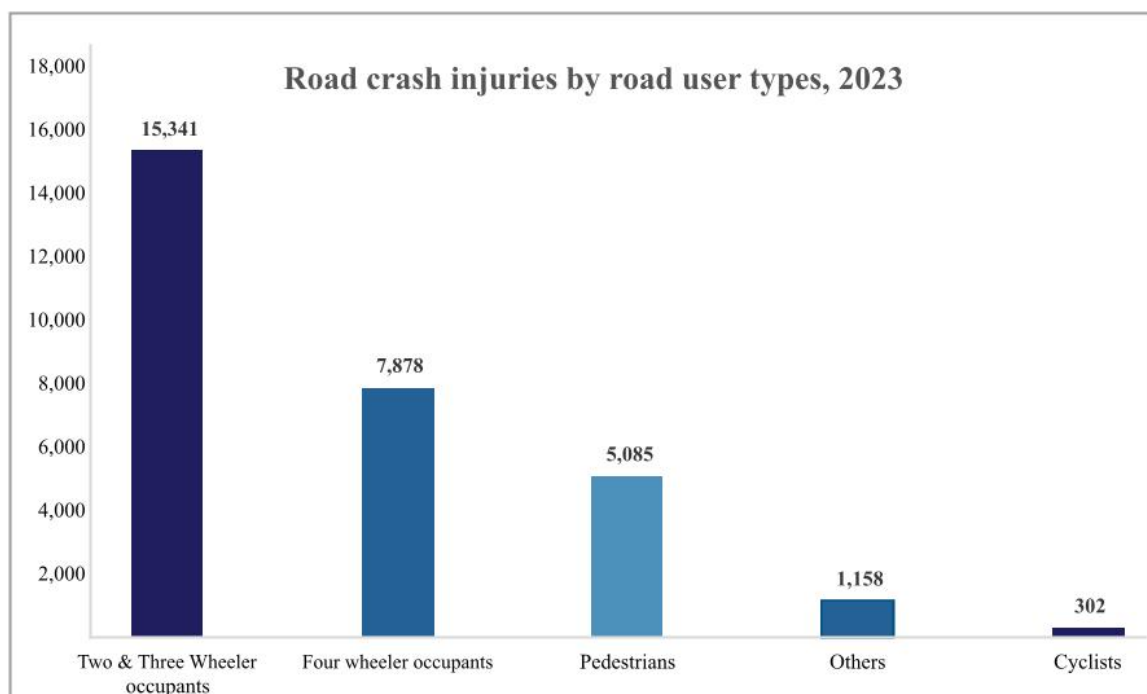
4. Fatalities and Injuries by Road User Types, 2023

Three out of four 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 (20%)

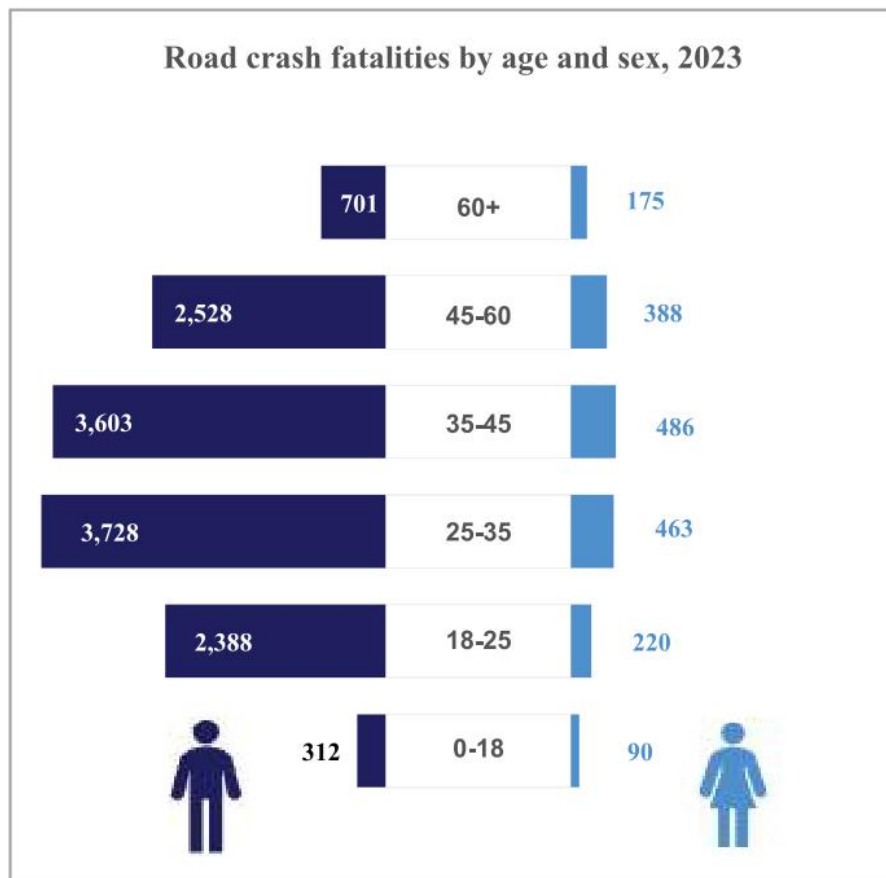
Nearly 3 out of 4 injuries were among vulnerable road users, i.e., two- and three-wheeler occupants, pedestrians, and cyclists.



52%
of injuries among two & three-wheeler occupants, followed by four-wheeler occupants (26%)

5. Fatalities and Injuries by Age and Sex, 2023

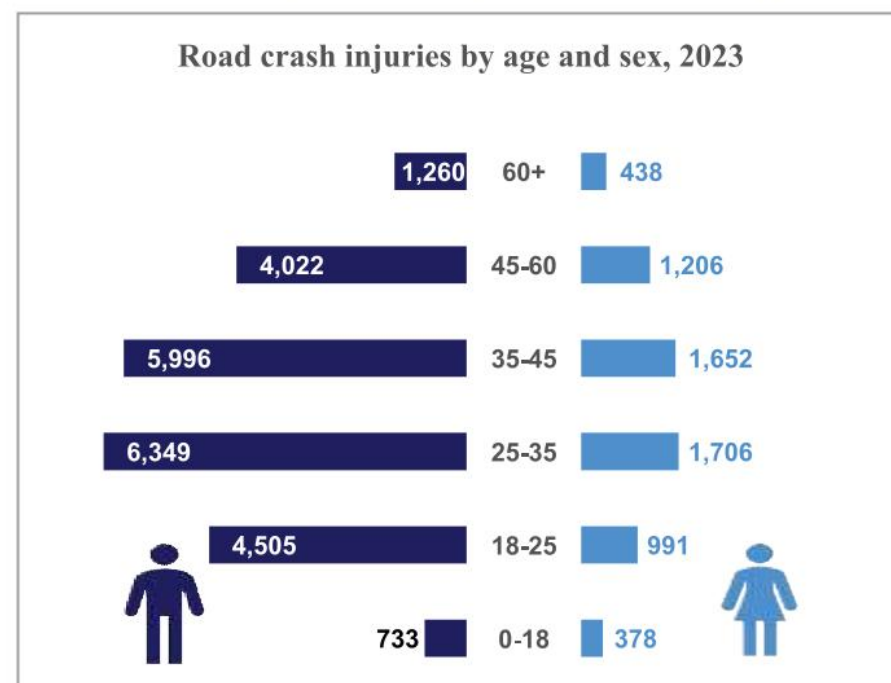
More than half (55%) of the fatalities occurred among men and women aged 25–45 years.



88%
of fatalities
were
reported in
men

Age was unknown for 284 (2%) fatalities.

More than half (54%) of the injuries occurred among men and women aged 25–45 years.

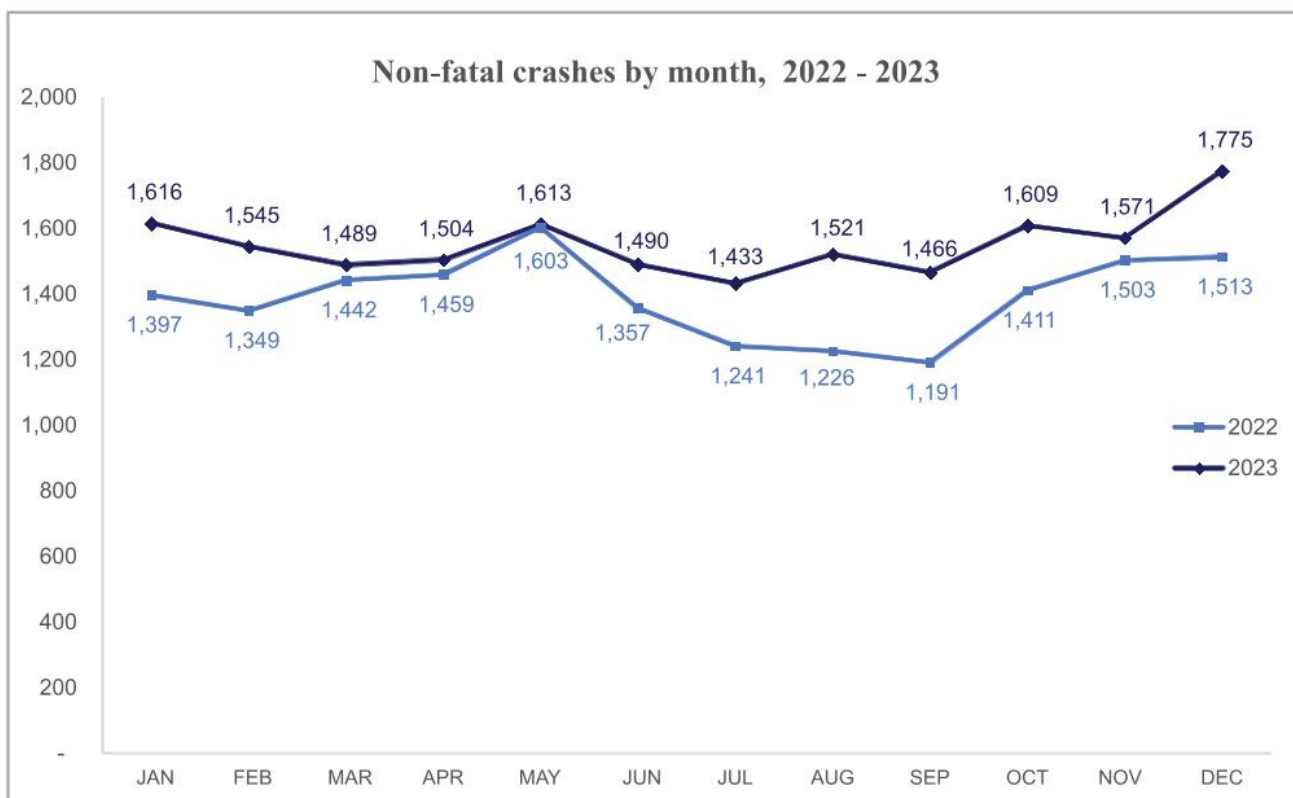
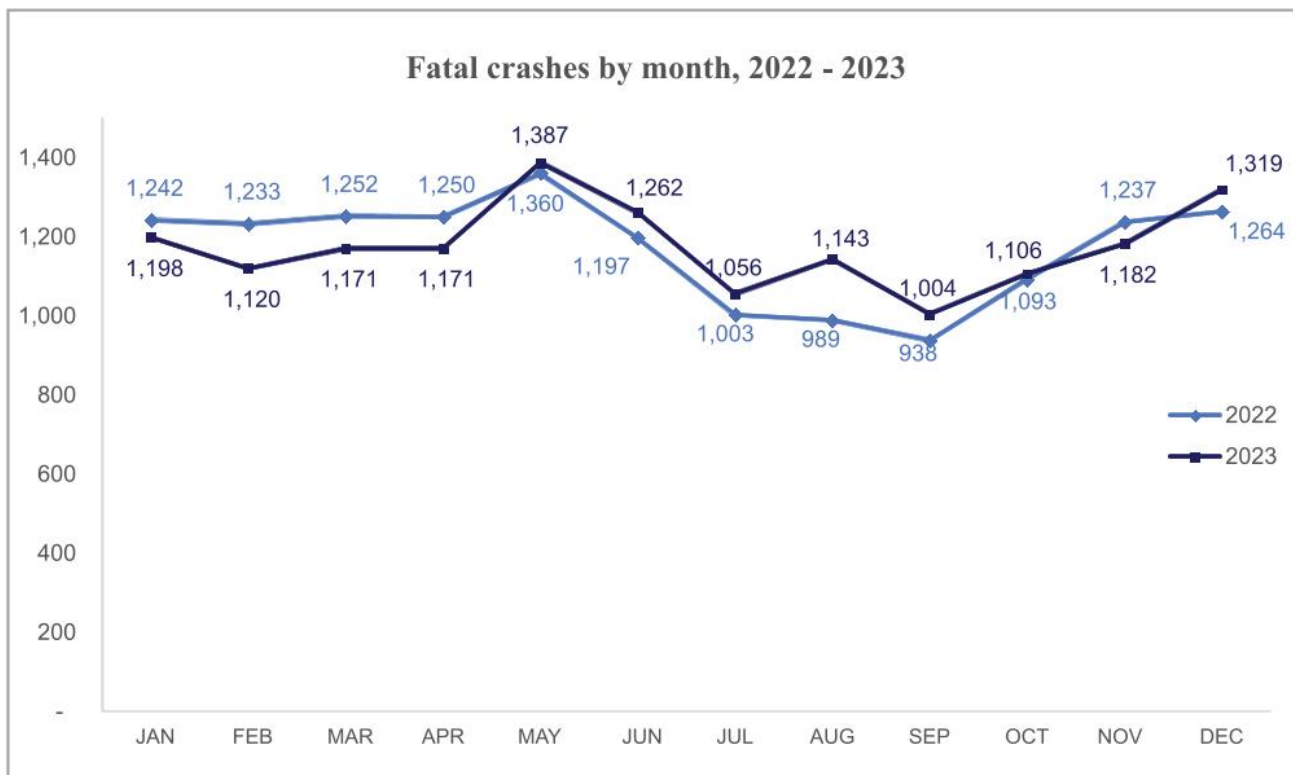


78%
of injuries
were
reported in
men

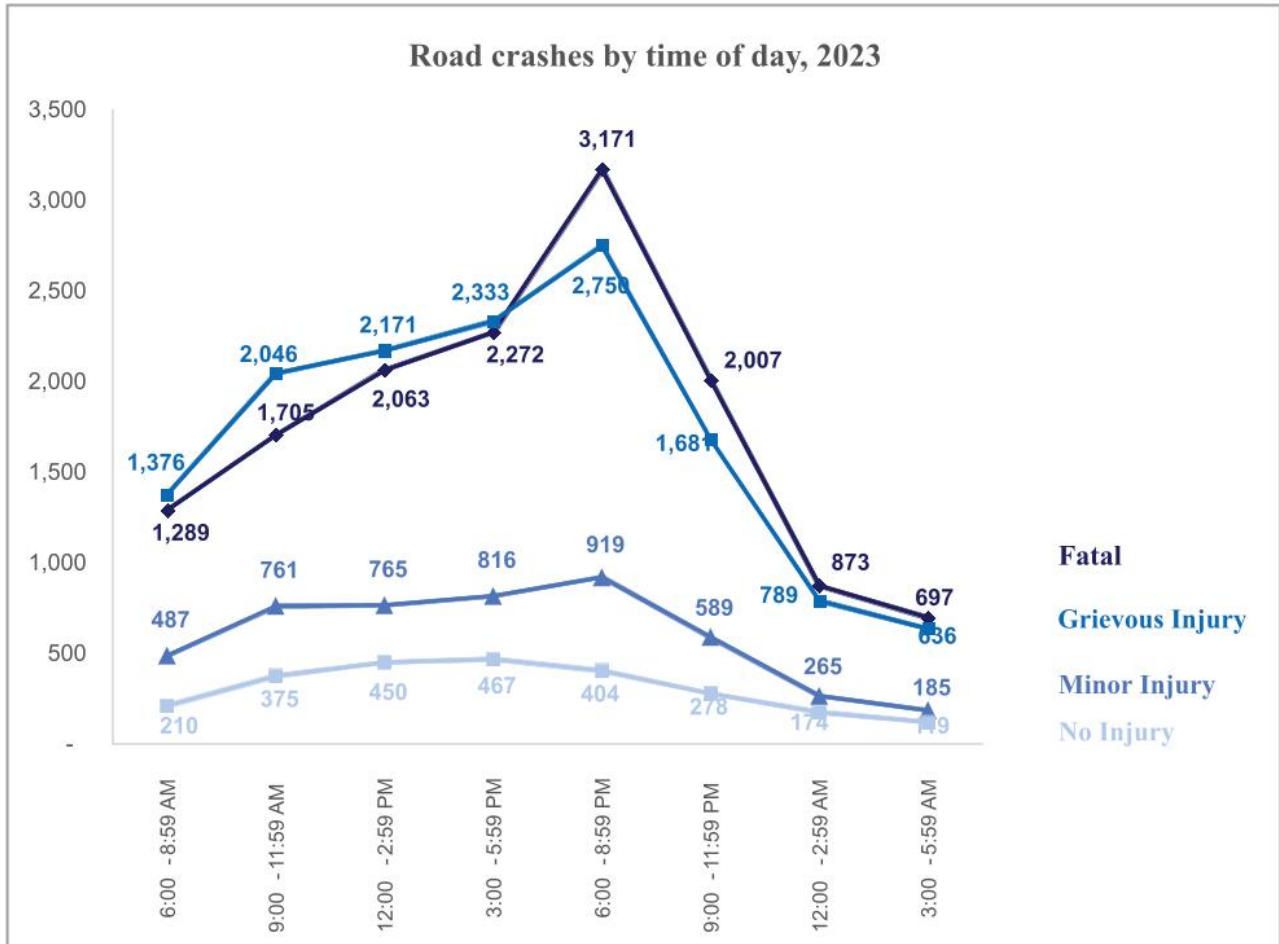
Age was unknown for 528 (2%) fatalities.

6. Road crashes by Month and Time of day (2022-2023)

May and December recorded the highest numbers of both fatal and non-fatal crashes in 2022 and 2023. On average, these two months saw 1,332 fatal crashes each year compared to 1,142 in the other months, and 1,626 non-fatal crashes compared to 1,441 in the other months.



Nearly 1/4th of fatal crashes and 1/5th of grievous injury crashes occurred during 6-9 pm.



Time of the crash was unknown for 105 (0.3%) crashes.

7. Who Hit Whom matrix, 2023

Victims and their impacting vehicles in fatal crashes, 2023

Nearly half of the pedestrians and 3/5th of the two-wheeler riders died due to collision with either two wheelers or cars, taxis, vans and LMVs.

Victims	Impacting Vehicles						TOTAL
	Two Wheelers	Auto Rickshaws	Cars, Taxis, Vans & LMV	Trucks/Lorries	Buses	Others	
Pedestrians	747	152	791	479	132	809	3,110
Bicycles	42	18	40	26	4	30	160
Two Wheelers	2,646	209	2,012	1,453	267	1,595	8,182
Auto Rickshaws	8	119	94	125	19	66	431
Cars, Taxis, Vans & LMV	15	18	843	616	68	271	1,831
Trucks/Lorries	4	1	71	522	31	113	742
Buses	-	-	11	134	111	24	280
Others	42	16	102	132	13	325	630
TOTAL	3,504	533	3,964	3,487	645	3,233	15,366

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

Victims and their impacting vehicles in injury crashes, 2023

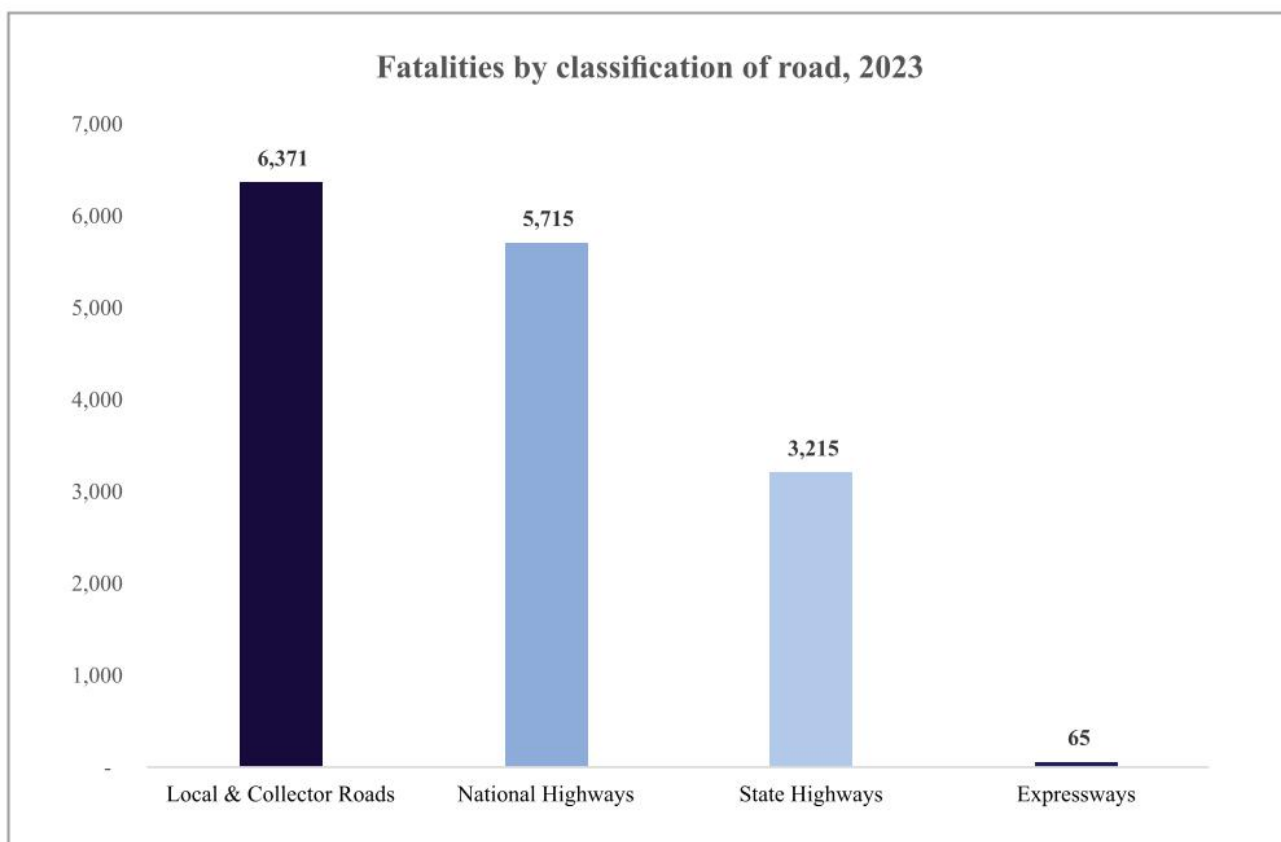
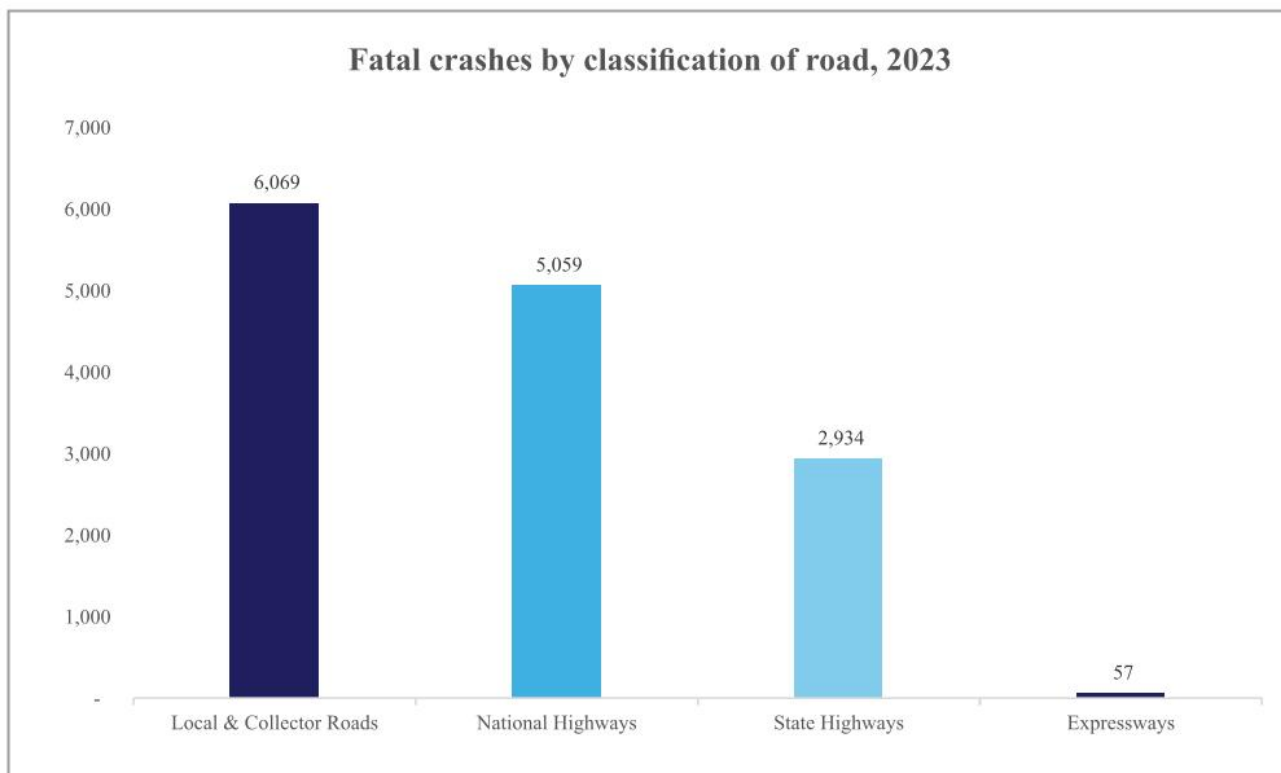
Seven out of ten pedestrians got injured due to collisions with either two wheelers or cars, taxis, vans and LMVs. More than 65% of the two-wheeler riders got injured due to collisions with two wheelers or cars, taxis, vans and LMVs.

Victims	Impacting Vehicles							TOTAL
	Bicycles	Two Wheelers	Auto Rickshaws	Cars, Taxis, Vans & LMV	Trucks/Lorries	Buses	Others	
Pedestrians	4	2,441	458	1,164	347	171	500	5,085
Bicycles	-	144	41	57	16	13	31	302
Two Wheelers	2	4,866	886	4,355	1,738	373	1,687	13,907
Auto Rickshaws	-	104	373	447	221	54	235	1,434
Cars, Taxis, Vans & LMV	2	221	87	2,247	1,089	219	662	4,527
Trucks/Lorries	-	11	2	86	897	95	204	1,295
Buses	-	8	8	270	787	661	322	2,056
Others	3	69	26	228	252	61	519	1,158
TOTAL	11	7,864	1,881	8,854	5,347	1,647	4,160	29,764

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

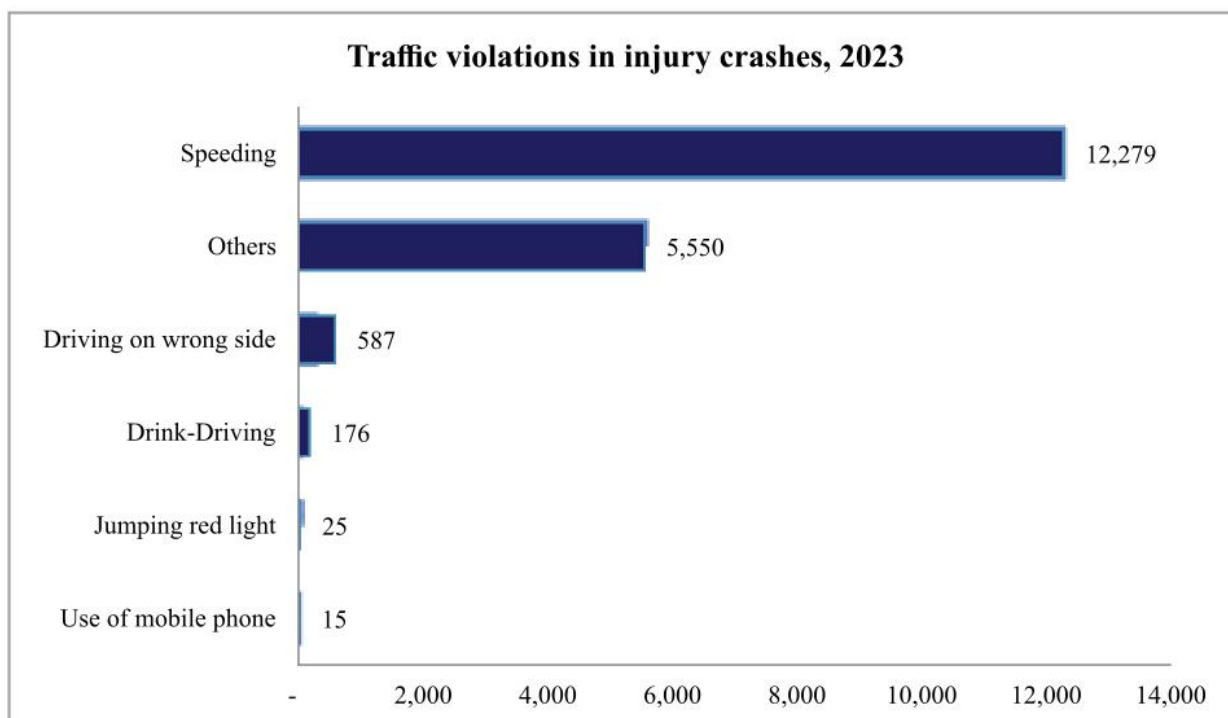
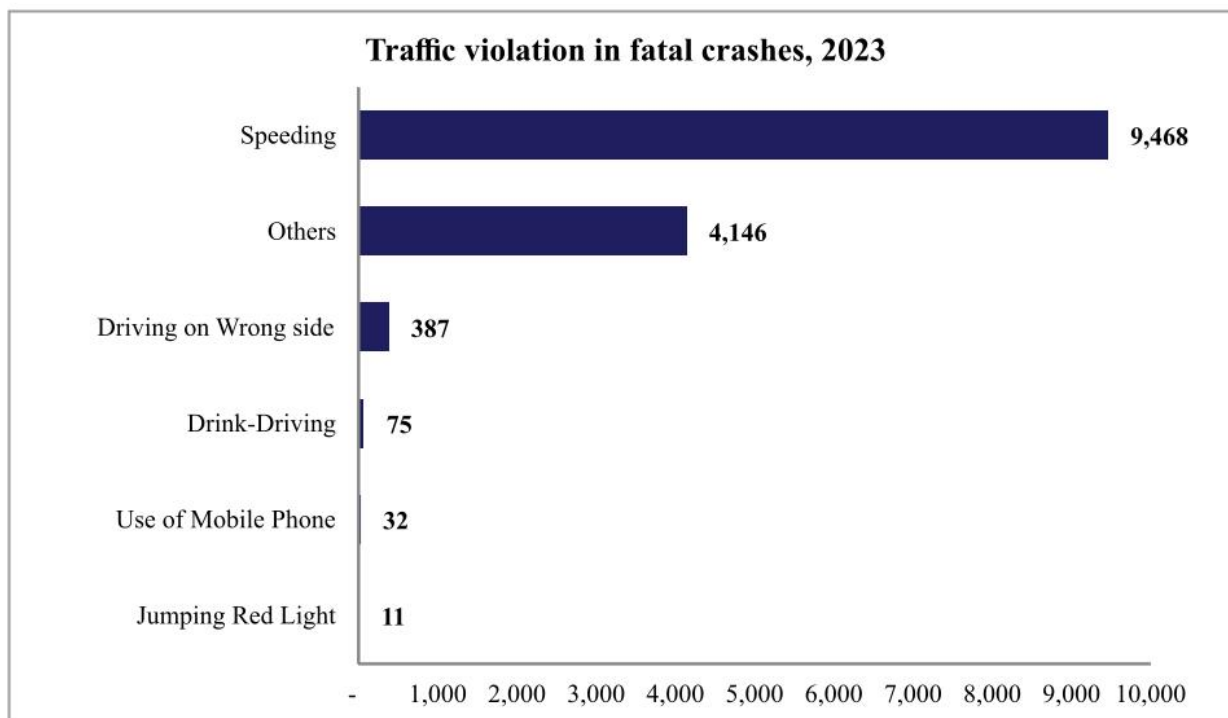
8. Fatal crashes & Fatalities by Road classification, 2023

The largest number (>40%) of fatal crashes occurred on local and collector roads (termed as 'other' roads). The national and state highways collectively contributed to ~3/5th of fatal road crashes as well as fatalities in 2023.



9. Traffic Violations in Road crashes, 2023

Speeding was reported as a contributing factor in nearly 70% of fatal and injury crashes. This is in line with the findings from observational research in Maharashtra, which found that 12% of vehicles were travelling above the posted speed limit. Another point to consider here is the fact that while other violations were recorded less frequently, this 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

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: December 2023

Total observation sites: 30 locations in Maharashtra

Total observations: 1,13,395

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

Findings:

- Overall, 12% of all vehicles were observed to be driving above the posted speed limit.
- When disaggregated by vehicle type, both light vehicles (sedans/saloons) and motorcycles showed high prevalence of speeding (14% and 12% respectively) compared to 10% among heavy vehicles. Among all vehicles, sedans/saloons and SUVs had the highest average speed (66 km/h).
- Prevalence of speeding over the posted limit was the highest on state highways (15%).
- Speeding over the posted limit was most prevalent on Sunday (17%).
- The average free-flow speed was 68 km/hour, and the highest in motorcycles (69 km/hour).

10. Road Crashes by Police Units, 2023

Total road crashes by police units

Mumbai city tops all police units with the highest total number of road crashes, which is in line with the fact that it has the largest population. More than 25% of all crashes in Maharashtra were recorded by five police units that include Mumbai (city), Pune (rural), Ahilyanagar, Nashik (rural), and Solapur (rural).

Sr. No	Police Units	Total Crashes
1	Mumbai (City)	2,533
2	Pune (Rural)	1,894
3	Ahilyanagar	1,831
4	Nashik (Rural)	1,485
5	Solapur (Rural)	1,256
6	Pune (City)	1,230
7	Pimpri Chinchwad (City)	1,219
8	Nagpur (City)	1,213
9	Kolhapur	1,195
10	Satara	978
11	Thane (City)	940
12	Nagpur (Rural)	938
13	Jalgaon	924
14	Yavatmal	917
15	Latur	818
16	Beed	803
17	Chandrapur	791
18	Chhatrapati Sambhajnagar (Rural)	788
19	Sangli	764
20	Navi Mumbai	758
21	Mira-Bhayander, Vasai-Virar (Cities)	730
22	Nanded	703
23	Raigad	700
24	Dhule	643
25	Dharashiv	642
26	Palghar	640
27	Buldhana	631
28	Amravati (Rural)	623
29	Chhatrapati Sambhajnagar (City)	619
30	Jalna	591
31	Amravati (City)	504
32	Akola	490
33	Nashik (City)	481
34	Wardha	471
35	Parbhani	441
36	Bhandara	437
37	Ratnagiri	380
38	Thane (Rural)	367
39	Hingoli	361
40	Nandurbar	312
41	Gadchiroli	277
42	Washim	272
43	Gondia	268
44	Sindhudurg	195
45	Solapur (City)	190
	Total	35,243

Total road crash fatalities by police units

Pune rural reported the highest number of road crash fatalities. More than 25% of all fatalities in Maharashtra were recorded by five police units that include Pune (rural), Nashik (rural), Ahilyanagar, Solapur (rural), and Satara.

Sr. No.	Police Units	Fatalities
1	Pune (Rural)	1,059
2	Nashik (Rural)	938
3	Ahilyanagar	886
4	Solapur (Rural)	723
5	Satara	515
6	Jalgaon	492
7	Chhatrapati Sambhajnagar (Rural)	475
8	Beed	450
9	Yavatmal	446
10	Nagpur (Rural)	439
11	Kolhapur	416
12	Buldhana	404
13	Nanded	388
14	Mumbai (City)	384
15	Latur	373
16	Pimpri Chinchwad (City)	370
17	Amravati (Rural)	368
18	Sangli	364
19	Chandrapur	362
20	Pune (City)	351
21	Dhule	348
22	Jalna	338
23	Nagpur (City)	308
24	Palghar	299
25	Dharashiv	295
26	Raigad	284
27	Navi Mumbai	253
28	Wardha	250
29	Parbhani	222
30	Nashik (City)	208
31	Hingoli	202
32	Thane (City)	200
33	Nandurbar	197
34	Chhatrapati Sambhajnagar (City)	203
35	Akola	188
36	Thane (Rural)	187
37	Mira-Bhayander, Vasai-Virar (Cities)	178
38	Gadchiroli	171
39	Gondia	159
40	Washim	154
41	Bhandara	151
42	Ratnagiri	131
43	Amravati (City)	85
44	Sindhudurg	77
45	Solapur (City)	75
Total		15,366

Road crash fatality rate by districts

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

Sr. No.	Districts	Police units included in each district	Fatalities	Fatality rate
1	Wardha	Wardha	250	18.38
2	Ahilyanagar	Ahilyanagar	886	17.37
3	Solapur	Solapur (City), Solapur (Rural)	798	16.49
4	Satara	Satara	515	16.04
5	Dharashiv	Osmanabad	295	16.03
6	Chandrapur	Chandrapur	362	15.47
7	Nashik	Nashik (City), Nashik (Rural)	1146	15.32
8	Beed	Beed	450	14.56
9	Gadchiroli	Gadchiroli	171	14.49
10	Hingoli	Hingoli	202	14.43
11	Pune	Pimpri Chinchwad (City), Pune (City), Pune (Rural)	1780	14.41
12	Yavatmal	Yavatmal	446	14.29
13	Jalna	Jalna	338	14.20
14	Amravati	Amravati (City), Amravati (Rural)	453	14.20
15	Dhule	Dhule	348	14.15
16	Chatrapati Sambhajinagar	Chatrapati Sambhajinagar (City), Chatrapati Sambhajinagar (Rural)	668	14.09
17	Nagpur	Nagpur (City), Nagpur (Rural)	747	14.04
18	Buldhana	Buldhana	404	13.51
19	Latur	Latur	373	12.91
20	Bhandara	Bhandara	151	11.98
21	Sangli	Sangli	364	11.82
22	Washim	Washim	154	11.00
23	Gondia	Gondia	159	10.97
24	Jalgaon	Jalgaon	492	10.14
25	Parbhani	Parbhani	222	10.09
27	Nanded	Nanded	388	9.87
28	Kolhapur	Kolhapur	416	9.77
29	Nandurbar	Nandurbar	197	9.52
30	Akola	Akola	188	9.35
31	Sindhudurg	Sindhudurg	77	9.26
26	Raigad	Raigad	284	9.04
32	Ratnagiri	Ratnagiri	131	8.56
33 & 34	Thane	Thane (City), Thane (Rural), Navi Mumbai, Mira-Bhayander, Vasai-Virar (Cities), Palghar	1117	5.05
35 & 36	Mumbai City & Suburban	Mumbai (City)	384	2.96

Note: Districts indicate administrative boundaries and police units falling under each district are given against each district. Population source for 2023:

<https://www.census2011.co.in/census/state/districtlist/maharashtra.html>

Total road crash injuries by police units

Mumbai city reported the highest number of road crash injuries. Thirty-five percent of all road crash injuries in Maharashtra were recorded by seven police units that include Mumbai (city), Pune (rural), Ahilyanagar, Solapur (rural), Nagpur (rural), Nagpur (city), and Kolhapur.

Sr. No.	Police Units	Injuries
1	Mumbai (City)	2,617
2	Pune (Rural)	1,524
3	Ahilyanagar	1,398
4	Solapur (Rural)	1,246
5	Nagpur (Rural)	1,221
6	Nagpur (City)	1,211
7	Kolhapur	1,070
8	Pimpri Chinchwad (City)	946
9	Pune (City)	881
10	Thane (City)	865
11	Raigad	814
12	Satara	787
13	Dhule	711
14	Jalgaon	687
15	Nashik (Rural)	656
16	Chandrapur	625
17	Sangli	612
18	Mira-Bhayander, Vasai-Virar (Cities)	596
19	Navi Mumbai	586
20	Beed	577
21	Osmanabad	559
22	Jalna	512
23	Amravati (Rural)	509
24	Akola	502
25	Yavatmal	498
26	Amravati (City)	498
27	Nashik (City)	493
28	Ratnagiri	488
29	Latur	478
30	Bhandara	454
31	Chatrapati Sambhajinagar (Rural)	433
32	Palghar	432
33	Chatrapati Sambhajinagar (City)	431
34	Nandurbar	425
35	Wardha	421
36	Buldhana	389
37	Nanded	386
38	Parbhani	357
39	Hingoli	353
40	Sindhudurg	335
41	Thane (Rural)	325
42	Gondia	263
43	Gadchiroli	248
44	Washim	219
45	Solapur (City)	126
	Total	29,764

11. Motorcyclist and Pedestrian Fatalities by Police Units, 2023

Motorcyclist fatalities per police unit, 2023:

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

Sr. No.	Police Units	Motorcyclist Fatalities
1	Pune (Rural)	622
2	Ahilyanagar	473
3	Solapur (Rural)	409
4	Nashik (Rural)	323
5	Satara	265
6	Chhatrapati Sambhajnagar (Rural)	263
7	Yavatmal	260
8	Amravati (Rural)	259
9	Kolhapur	257
10	Beed	253
11	Nagpur (Rural)	252
12	Jalna	230
13	Chandrapur	222
14	Pimpri Chinchwad (City)	220
15	Dhule	220
16	Latur	209
17	Sangli	200
18	Pune (City)	192
19	Palghar	184
20	Nagpur (City)	179
21	Buldhana	173
22	Mumbai (City)	170
23	Nanded	169
24	Parbhani	153
25	Jalgaon	146
26	Raigad	129
27	Wardha	127
28	Nashik (City)	126
29	Nandurbar	121
30	Akola	118
31	Dharashiv	117
32	Gadchiroli	110
33	Chhatrapati Sambhajnagar (City)	109
34	Hingoli	107
35	Navi Mumbai	105
36	Thane (City)	94
37	Thane (Rural)	94
38	Bhandara	90
39	Washim	84
40	Mira-Bhayander, Vasai-Virar (Cities)	77
41	Ratnagiri	70
42	Gondia	59
43	Amravati (City)	54
44	Sindhudurg	48
45	Solapur (City)	40

Pedestrian fatalities per police unit, 2023

Solapur (rural) recorded the highest number of pedestrian fatalities among all police units.

Sr. No	Police Units	Pedestrian Fatalities
1	Solapur (Rural)	179
2	Pune (Rural)	173
3	Mumbai (City)	171
4	Ahilyanagar	140
5	Pune (City)	121
6	Kolhapur	119
7	Pimpri Chinchwad (City)	109
8	Nashik (Rural)	109
9	Beed	102
10	Nagpur (Rural)	98
11	Nagpur (City)	87
12	Nanded	83
13	Dharashiv	81
14	Latur	79
15	Yavatmal	77
16	Jalgaon	77
17	Navi Mumbai	74
18	Thane (City)	73
19	Chandrapur	72
20	Chhatrapati Sambhajnagar (City)	69
21	Satara	68
22	Palghar	65
23	Jalna	64
24	Dhule	64
25	Mira-Bhayander, Vasai-Virar (Cities)	61
26	Sangli	60
27	Nashik (City)	57
28	Hingoli	56
29	Raigad	46
30	Akola	43
31	Thane (Rural)	43
32	Amravati (Rural)	41
33	Wardha	40
34	Chhatrapati Sambhajnagar (Rural)	39
35	Buldhana	37
36	Parbhani	32
37	Washim	31
38	Nandurbar	31
39	Bhandara	30
40	Solapur (City)	30
41	Gadchiroli	24
42	Amravati (City)	21
43	Ratnagiri	17
44	Sindhudurg	13
45	Gondia	4

12. Fatalities & Injuries by Vehicle Type by Police Units, 2023

Fatalities due to collision with motorcyclists per police unit, 2023

Chhatrapati Sambhajnagar (rural), and Satara police units recorded the highest number of fatalities caused due to collisions with motorcyclists.

Sr. No	Police Units	Fatalities due to collision with motorcyclists
1	Chhatrapati Sambhajnagar (Rural)	265
2	Satara	265
3	Nashik (Rural)	197
4	Jalna	169
5	Solapur (Rural)	162
6	Mumbai (City)	139
7	Palghar	139
8	Yavatmal	129
9	Beed	126
10	Dharashiv	120
11	Nagpur (Rural)	113
12	Sangli	110
13	Amravati (Rural)	105
14	Dhule	105
15	Parbhani	92
16	Kolhapur	81
17	Latur	81
18	Mira-Bhayander, Vasai-Virar (Cities)	78
19	Pune (City)	77
20	Nashik (City)	68
21	Hingoli	67
22	Nagpur (City)	67
23	Chandrapur	57
24	Ratnagiri	57
25	Akola	56
26	Navi Mumbai	54
27	Gadchiroli	52
28	Chhatrapati Sambhajnagar (City)	47
29	Nandurbar	45
30	Pune (Rural)	43
31	Solapur (City)	43
32	Raigad	39
33	Gondia	37
34	Pimpri Chinchwad (City)	31
35	Sindhudurg	29
36	Thane (City)	28
37	Thane (Rural)	28
38	Wardha	24
39	Ahilyanagar	22
40	Washim	22
41	Bhandara	21
42	Amravati (City)	14
43	Buldhana	0
44	Jalgaon	0
45	Nanded	0

Injuries due to collision with motorcyclists per police unit, 2023

Mumbai city recorded the highest number of injuries caused due to collisions with motorcyclists in 2023.

Sr. No.	Police Units	Injuries due to collision with motorcyclists
1	Mumbai (City)	1363
2	Kolhapur	366
3	Satara	326
4	Nagpur (Rural)	317
5	Nagpur (City)	313
6	Solapur (Rural)	271
7	Pune (City)	242
8	Thane (City)	235
9	Chhatrapati Sambhajnagar (Rural)	233
10	Mira-Bhayander, Vasai-Virar (Cities)	227
11	Pimpri Chinchwad (City)	212
12	Jalna	211
13	Sangli	205
14	Dharashiv	198
15	Akola	162
16	Latur	161
17	Amravati (Rural)	156
18	Amravati (City)	156
19	Nashik (Rural)	155
20	Beed	146
21	Parbhani	145
22	Chhatrapati Sambhajnagar (City)	136
23	Chandrapur	135
24	Bhandara	134
25	Yavatmal	133
26	Dhule	129
27	Ratnagiri	129
28	Nashik (City)	128
29	Palghar	127
30	Navi Mumbai	123
31	Pune (Rural)	104
32	Wardha	97
33	Hingoli	97
34	Raigad	93
35	Nandurbar	80
36	Gadchiroli	76
37	Gondia	67
38	Solapur (City)	66
39	Sindhudurg	59
40	Washim	56
41	Thane (Rural)	49
42	Ahilyanagar	31
43	Nanded	7
44	Buldhana	4
45	Jalgaon	4

Fatalities due to collision with four-wheelers per police unit, 2023

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

Sr. No.	Police Units	Fatalities due to collision with Four-wheelers
1	Pune (Rural)	685
2	Nashik (Rural)	345
3	Ahilyanagar	203
4	Sangli	156
5	Jalgaon	155
6	Satara	145
7	Solapur (Rural)	134
8	Nagpur (City)	132
9	Nanded	130
10	Beed	129
11	Yavatmal	106
12	Chhatrapati Sambhajnagar (Rural)	104
13	Buldhana	100
14	Latur	97
15	Raigad	85
16	Wardha	78
17	Kolhapur	72
18	Dharashiv	68
19	Jalna	66
20	Mumbai (City)	66
21	Nagpur (Rural)	62
22	Amravati (Rural)	60
23	Dhule	60
24	Palghar	56
25	Nashik (City)	53
26	Navi Mumbai	49
27	Thane (Rural)	47
28	Mira-Bhayander, Vasai-Virar (Cities)	46
29	Parbhani	45
30	Pune (City)	42
31	Chhatrapati Sambhajnagar (City)	41
32	Gondia	41
33	Pimpri Chinchwad (City)	38
34	Hingoli	29
35	Akola	29
36	Nandurbar	28
37	Sindhudurg	27
38	Thane (City)	27
39	Chandrapur	26
40	Ratnagiri	24
41	Amravati (City)	22
42	Bhandara	17
43	Washim	17
44	Gadchiroli	11
45	Solapur (City)	11

Injuries due to collision with four-wheelers per police unit, 2023

Pune (rural) recorded the highest number of injuries caused due to collisions with cars, taxis, vans & light motor vehicles (LMVs) in 2023.

Sr. No.	Police Units	Injuries due to collision with Four-wheelers
1	Pune (Rural)	1103
2	Ahilyanagar	622
3	Nagpur (City)	609
4	Mumbai (City)	340
5	Kolhapur	311
6	Pune (City)	308
7	Nagpur (Rural)	292
8	Solapur (Rural)	275
9	Pimpri Chinchwad (City)	270
10	Nashik (Rural)	246
11	Thane (City)	243
12	Nashik (City)	228
13	Satara	214
14	Raigad	208
15	Sangli	206
16	Dhule	201
17	Navi Mumbai	178
18	Beed	171
19	Mira-Bhayander, Vasai-Virar (Cities)	164
20	Ratnagiri	155
21	Sindhudurg	152
22	Wardha	150
23	Yavatmal	146
24	Nandurbar	146
25	Chhatrapati Sambhajnagar (City)	142
26	Amravati (City)	140
27	Nanded	136
28	Akola	131
29	Dharashiv	126
30	Amravati (Rural)	120
31	Jalgaon	118
32	Jalna	112
33	Chandrapur	110
34	Latur	105
35	Buldhana	93
36	Bhandara	85
37	Palghar	78
38	Thane (Rural)	70
39	Hingoli	67
40	Gondia	67
41	Chhatrapati Sambhajnagar (Rural)	62
42	Parbhani	61
43	Washim	45
44	Solapur (City)	25
45	Gadchiroli	23

Fatalities due to collision with truck/lorries per police unit, 2023

Nashik (rural) recorded the highest number of fatalities caused due to collisions with trucks and lorries in 2023.

Sr. No.	Police Units	Fatalities due to collision with Trucks/lorries
1	Nashik (Rural)	330
2	Jalgaon	295
3	Ahilyanagar	274
4	Pune (Rural)	155
5	Wardha	141
6	Nanded	139
7	Solapur (Rural)	133
8	Buldhana	133
9	Yavatmal	112
10	Latur	106
11	Amravati (Rural)	103
12	Dhule	95
13	Pimpri Chinchwad (City)	88
14	Raigad	81
15	Beed	80
16	Satara	78
17	Chandrapur	70
18	Nagpur (Rural)	68
19	Jalna	68
20	Nagpur (City)	68
21	Sangli	67
22	Palghar	61
23	Pune (City)	59
24	Dharashiv	55
25	Thane (Rural)	53
26	Kolhapur	50
27	Gondia	44
28	Nandurbar	42
29	Akola	40
30	Gadchiroli	38
31	Hingoli	38
32	Bhandara	36
33	Chhatrapati Sambhajnagar (City)	36
34	Nashik (City)	36
35	Parbhani	34
36	Navi Mumbai	32
37	Ratnagiri	32
38	Thane (City)	29
39	Washim	23
40	Amravati (City)	18
41	Chhatrapati Sambhajnagar (Rural)	15
42	Mumbai (City)	13
43	Sindhudurg	11
44	Solapur (City)	5
45	Mira-Bhayander, Vasai-Virar (Cities)	3

Injuries due to collision with truck/lorries per police unit, 2023

Jalgaon recorded the highest number of injuries caused due to collisions with trucks and lorries in 2023.

Sr. No.	Police Units	Injuries due to collision with trucks/lorries
1	Jalgaon	488
2	Ahilyanagar	299
3	Dhule	248
4	Solapur (Rural)	247
5	Nashik (Rural)	217
6	Raigad	186
7	Pimpri Chinchwad (City)	180
8	Satara	179
9	Nagpur (Rural)	173
10	Pune (Rural)	170
11	Wardha	159
12	Nagpur (City)	158
13	Nanded	157
14	Chandrapur	156
15	Palghar	132
16	Buldhana	132
17	Dharashiv	125
18	Jalna	120
19	Latur	107
20	Ratnagiri	107
21	Sangli	101
22	Beed	100
23	Amravati (Rural)	99
24	Amravati (City)	99
25	Bhandara	98
26	Kolhapur	96
27	Thane (Rural)	96
28	Yavatmal	93
29	Mumbai (City)	92
30	Akola	89
31	Nandurbar	75
32	Thane (City)	59
33	Navi Mumbai	58
34	Sindhudurg	58
35	Nashik (City)	56
36	Parbhani	51
37	Pune (City)	48
38	Gadchiroli	41
39	Hingoli	40
40	Chhatrapati Sambhajanagar (City)	38
41	Gondia	31
42	Mira-Bhayander, Vasai-Virar (Cities)	29
43	Washim	27
44	Solapur (City)	19
45	Chhatrapati Sambhajanagar (Rural)	14

13. Count of Blackspots by Police Units, 2021-2023

More than 1/3rd of the blackspots came from top 5 police units - Nashik Rural, Dhule, Chhatrapati Sambhajnagar (city), Kolhapur and Ahilyanagar in 2023. Nearly 70% of all the blackspots were located on national highways.

Rank	Police Unit	National Highway	State Highway	Other Road	Major Dist. Road	Express ways	TOTAL
1	Nashik (rural)	53	19	3	0	0	75
2	Dhule	48	8	4	0	0	60
3	Ch. Sambhajnagar (city)	11	32	4	0	0	47
4	Kolhapur	17	14	15	0	0	46
5	Ahilyanagar	36	3	4	0	0	43
6	Ch. Sambhajnagar (rural)	28	8	0	0	0	36
7	Mumbai (city)	0	0	30	0	0	30
8	Navi Mumbai	5	0	25	0	0	30
9	Beed	23	5	0	0	0	28
10	Hingoli	16	9	3	0	0	28
11	Raigad	22	0	0	0	4	26
12	Pune (city)	18	0	6	0	0	24
13	Nanded	23	0	0	0	0	23
14	Nashik (city)	18	1	2	0	0	21
15	Thane (city)	13	5	3	0	0	21
16	Wardha	15	5	0	0	0	20
17	Solapur (city)	17	1	0	0	0	18
18	Nagpur (rural)	18	0	0	0	0	18
19	Gondia	4	12	0	0	0	16
20	Amravati (rural)	2	13	0	0	0	15
21	Jalna	14	1	0	0	0	15
22	Palghar	12	1	1	0	0	14
23	M-B-V-V	11	1	1	0	0	13
24	Solapur (rural)	13	0	0	0	0	13
25	Pimpri-Chinchwad	12	0	0	0	0	12
26	Sangli	8	0	4	0	0	12
27	Chandrapur	8	3	0	0	0	11
28	Nandurbar	9	0	1	0	0	10
29	Thane (rural)	9	0	0	0	0	9
30	Satara	8	0	0	0	0	8
31	Yavatmal	6	1	0	0	0	7
32	Bhandara	6	0	0	0	0	6
33	Parbhani	6	0	0	0	0	6
34	Pune (rural)	6	0	0	0	0	6
35	Nagpur (city)	5	0	0	0	0	5
36	Ratnagiri	3	0	0	0	0	3
37	Jalgaon	2	0	0	0	0	2
38	Sindhudurg	1	0	0	0	0	1
39	Washim	1	0	0	0	0	1
40	Amravati (city)	0	0	0	0	0	0
41	Akola	0	0	0	0	0	0
42	Buldhana	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	527	142	106	0	4	779

KEY FINDINGS & WAY FORWARD

Key Findings	Way Forward
<p>Overall increase in crashes, fatalities and injuries</p> <ul style="list-style-type: none"> 20% rise in fatal crashes and fatalities since 2019 6% rise in total crashes compared to 2022 >10% increase in grievous injury crashes and grievous injuries since 2022 	<ul style="list-style-type: none"> ➤ 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.
<p>Vulnerable road users are most affected</p> <ul style="list-style-type: none"> 76% of fatalities among pedestrians and two- and three-wheeler riders. <p>Majority of deaths among working-age men (25–45 years)</p> <ul style="list-style-type: none"> 55% of fatalities in this age group 	<ul style="list-style-type: none"> ➤ 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.
<p>Peak crashes in May and December, and during evening hours (6–9 pm)</p>	<ul style="list-style-type: none"> ➤ 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.
<p>High incidence of crashes on national and state highways</p> <ul style="list-style-type: none"> Nearly 90% of fatal/injury crashes occurred on highways 	<ul style="list-style-type: none"> ➤ 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.
<p>Speeding identified as a major contributing factor</p>	<ul style="list-style-type: none"> ➤ 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.
<p>Police unit-level variation in crash burden</p> <ul style="list-style-type: none"> Pune rural reported highest fatalities, Wardha reported highest fatality rate; and Mumbai city reported the highest crashes and injuries 	<ul style="list-style-type: none"> ➤ 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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