

# ***ROAD ACCIDENTS IN INDIA***

***2011***



सत्यमेव जयते

***GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS  
TRANSPORT RESEARCH WING  
NEW DELHI***



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## FOREWORD

Road transportation has brought enormous benefits both to society and to individuals by facilitating movements of goods and people and making easy access to a wide range of socio economic services. In India motor vehicle population is growing at a faster rate than the economic and population growth. The surge in motorization coupled with expansion of road network has brought with it the challenge of addressing adverse factors such as the increase in road accidents.

Road accidents are a human tragedy. It involves high human suffering and socio-economic costs in terms of premature deaths, injuries, loss of productivity etc. It is heartening to note that there has been a marginal decline in road accidents during 2011. However, the problem of road safety remains acute in India. During the year 2011, there were around 4.98 lakh road accidents, which killed 1.42 lakh people and injured more than 5 lakh persons, many of whom are disabled for rest of their lives. These numbers translate into one road accident every minute, and one road accident death in less than four minutes. Sadly, many of these victims are young people, those who are economically active.

Road traffic accidents are amenable to remedial action. Many a countries have witnessed drop in road accidents and fatalities by adopting multipronged approach to road safety that encompasses broad range of measures, such as traffic management, design and quality of road infrastructure, safer vehicles, law enforcement, provision of accident care, etc. The challenge for us is to adapt and evaluate these approaches to suit our needs.

The present document presents the magnitude of road accidents in India in all its dimensions and brings into focus challenges relating to the prevention of road crashes and their impacts. The data and analysis on road accidents contained in this volume will help create awareness and assist in informed decision making in the area of road safety. This publication is intended for use by policy makers, academia and civil society organizations working in areas that have an influence on road safety. I hope this document would be useful to all associated with road safety.

June 2012

  
(A.K. Upadhyay)



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### PREFACE

Transport Research Wing of the Ministry of Road Transport & Highways being the nodal agency for providing information/data on various facets of roads and road transport, brings out an annual publication 'Road Accidents in India'. The publication presents information on various aspects of road accidents in the country during the calendar year. The information is collected from States/UTs in the 19-item format devised under Asia Pacific Road Accident Data (APRAD)/Indian Road Accident Data (IRAD) project of United Nations' Economic and Social Commission for the Asia and the Pacific (UN-ESCAP).

The present issue of '**Road Accidents in India, 2011**' provides data/information relating to road accidents in the country during the calendar year 2011. The time lag in release of this issue has been brought down from a year to less than six months of the close of reference year. This has been possible due to the efforts of our officers and cooperation of all the source agencies. We would like to thank all the source agencies for facilitating the compilation of this document.

Suggestions from the users of information are welcome to improve the quality and coverage.

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June, 2012

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# Road Accidents in India: 2011

## 1. Introduction

1.1 Road accidents are a human tragedy, which involve high human suffering. They impose a huge socio-economic cost in terms of untimely deaths, injuries and loss of potential income. The ramifications of road accidents can be colossal and its negative impact is felt not only on individuals, their health and welfare, but also on the economy. Consequently, road safety has become an issue of national concern.

1.2 Expansion in the road network, surge in motorization and a rising population of a country contribute towards increasing numbers of road accidents, road accident injuries and road accident fatalities. The road network in India, the numbers of registered motor vehicles in the country and the country's population have increased at a compound annual growth rate (CAGR) of 3.4 per cent, 9.9 per cent and 1.6 per cent, respectively, during the decade 2001 to 2011. During the same period, the number of road accidents in the country increased at a CAGR of 2.1 per cent. Similarly, the number of road accident fatalities and the number of persons injured in road accidents in the country between 2001 and 2011 increased by 5.8 per cent and 2.4 per cent, respectively.

## 2. Trends in Road Accidents, Injuries and Fatalities

2.1 While the CAGR of the number of accidents and the number of road accident injuries has moderated during the decade 2001 to 2011, as compared to the previous decade 1991 to 2001, there has been a spurt in the CAGR of the number of road accident fatalities during the latter period (Table 1).

<b>Table 1: Growth in Select Accident Related Parameters: CAGR in per cent</b>					
<b>Period</b>	<b>Number of Accidents</b>	<b>Number of Fatalities</b>	<b>Number of Persons Injured</b>	<b>Number of Registered Vehicles</b>	<b>Road Length (in kilometre)</b>
2001/1991	3.2	3.7	4.7	9.9	3.7
2011/2001	2.1	5.8	2.4	9.9	3.4

2.2 Between 1970 and 2011, the number of accidents increased by 4.4 times accompanied with 9.8 times increase in fatalities and 7.3 times increase in the number of persons injured, in the backdrop of more than 100 fold increase in the number of registered motor vehicles and close to 4 fold increase in the road network (Annex-I).

2.3 As a result of concerted and coordinated road safety efforts there has been a decline of the order 3.1 per cent and 0.4 per cent in the number of persons injured and the number of road accidents, respectively, in 2011, compared to 2010. However, the number of fatalities increased by 5.9 per cent in 2011.

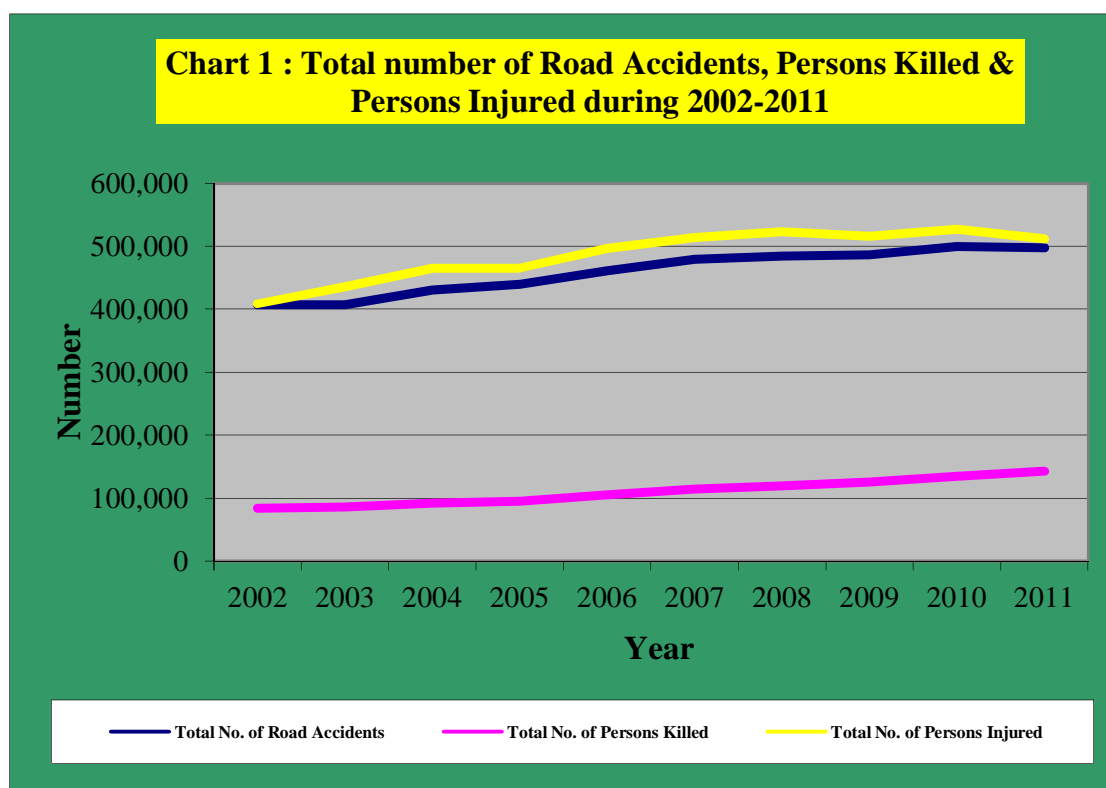


## Trends in Number of Accidents, Injuries and Fatalities

- The total number of road accidents in India during calendar year 2011 was 4,97,686, having declined by 0.4 per cent over 2010 level. For the first time since 2003, the total number of road accidents registered a decline.
- Growth in the number of persons killed in road accidents moderated from 7 per cent in 2010 to 5.9 per cent during 2011.
- The number of persons injured in road accidents during 2011 at 5,11,394 were lower by 3.1 per cent as compared with 2010 level.

## Profile of Road Accidents

2.4 During 2011, a total of 4,97,686 road accidents were reported by all States/Union Territories (UTs) (Chart 1). Of these, about 24.4 per cent (1,21,618) were fatal accidents. The number of persons killed in road accidents were 1,42,485, i.e. an average of one fatality per 3.5 accidents. The proportion of fatal accidents in total road accidents has consistently increased since 2002 from 18.1 per cent to 24.4 per cent in 2011 (Table 2). The severity of road accidents, measured in terms of persons killed per 100 accidents, has also increased from 20.8 in 2002 to 28.6 in 2011.



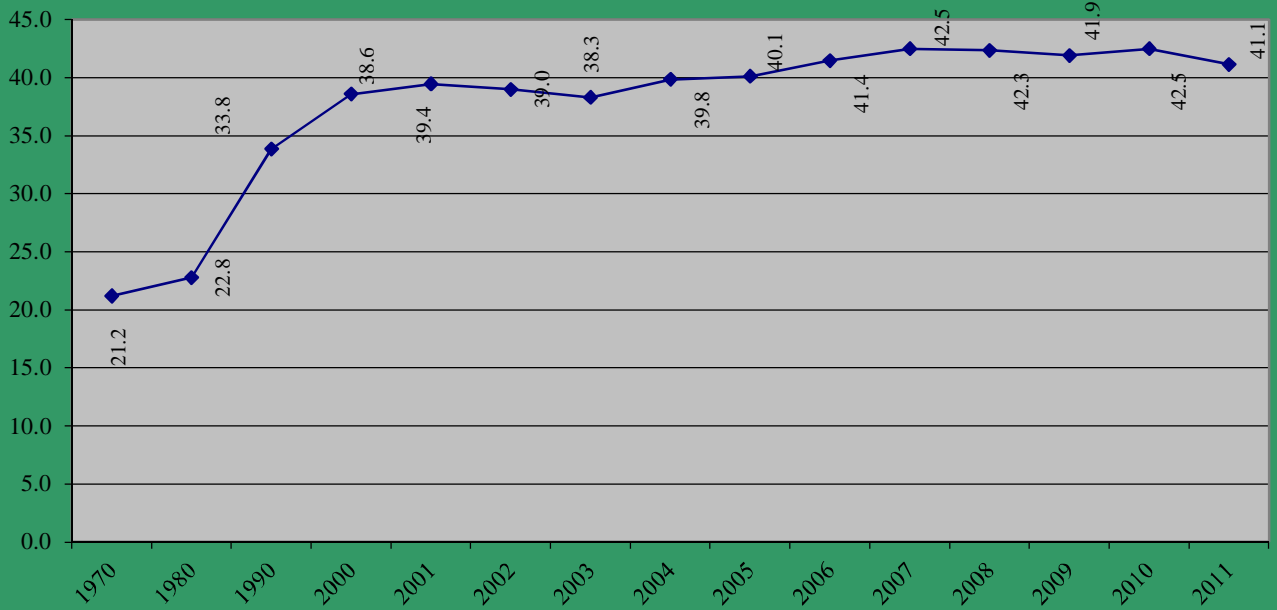
<b>Table 2: Number of Road Accidents and Number of Persons Involved: 2002 to 2011</b>					
<b>Year</b>	<b>Number of Accidents</b>		<b>Number of Persons</b>		<b>Accident Severity*</b>
	<b>Total</b>	<b>Fatal</b>	<b>Killed</b>	<b>Injured</b>	
<b>2002</b>	4,07,497	73,650 (18.1)	84,674	408,711	20.8
<b>2003</b>	4,06,726	73,589 (18.1)	85,998	435,122	21.1
<b>2004</b>	4,29,910	79,357 (18.5)	92,618	464,521	21.5
<b>2005</b>	4,39,255	83,491 (19.0)	94,968	465,282	21.6
<b>2006</b>	4,60,920	93,917 (20.4)	105,749	496,481	22.9
<b>2007</b>	4,79,216	1,01,161 (21.1)	114,444	513,340	23.9
<b>2008</b>	4,84,704	1,06,591 (22.0)	119,860	523,193	24.7
<b>2009</b>	4,86,384	1,10,993 (22.8)	125,660	515,458	25.8
<b>2010</b>	4,99,628	1,19,558 (23.9)	134,513	527,512	26.9
<b>2011 (P)</b>	4,97,686	1,21,618 (24.4)	1,42,485	5,11,394	28.6
(P): Provisional.					
Source: Information supplied by States/UTs (Police Departments).					
Figures within parentheses indicate share of fatal accidents to total accidents.					
* Accident Severity : No. of Persons Killed per 100 Accidents					

### **3. Normalized Indicators of Road Accidents, Injuries & Fatalities: All India Averages**

3.1 To get an appropriate measure of incidence of accidents, normalized/standardized accident rates for India have been worked out in terms of number of accidents (a) per lakh persons, (b) per ten thousand motor vehicles and (c) per ten thousand kilometres of road length. Some of the broad trends at the all-India level are summarized below.

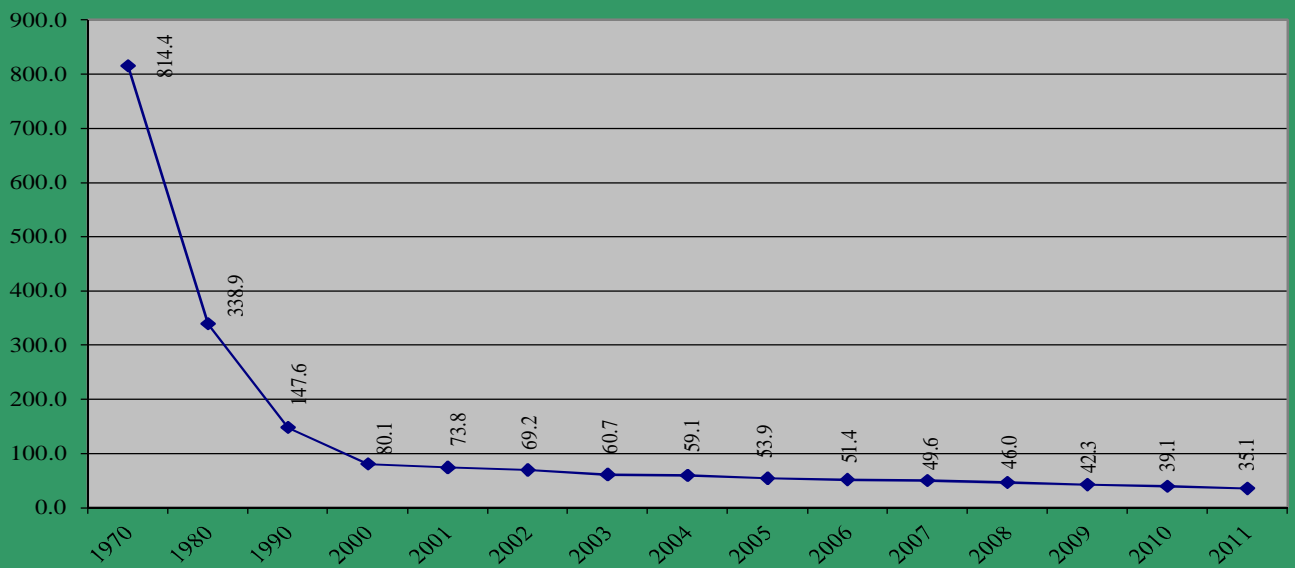
- a. Number of accidents per lakh population increased from 21.2 in 1970 to 22.8 in 1980, followed by a sharp increase to 33.8 in 1990. Between 2000 and 2005, it fluctuated in the range of 38 to 40; moving above 42 in recent years (2007 and 2008); a slight dip to 41.9 in 2009, followed by a rise to 42.5 in 2010. In the latest year, 2011, there has been a decline to 41.1 (Chart 2).

**Chart 2 : Number of Road Accidents per Lakh Population (1970-2011)**

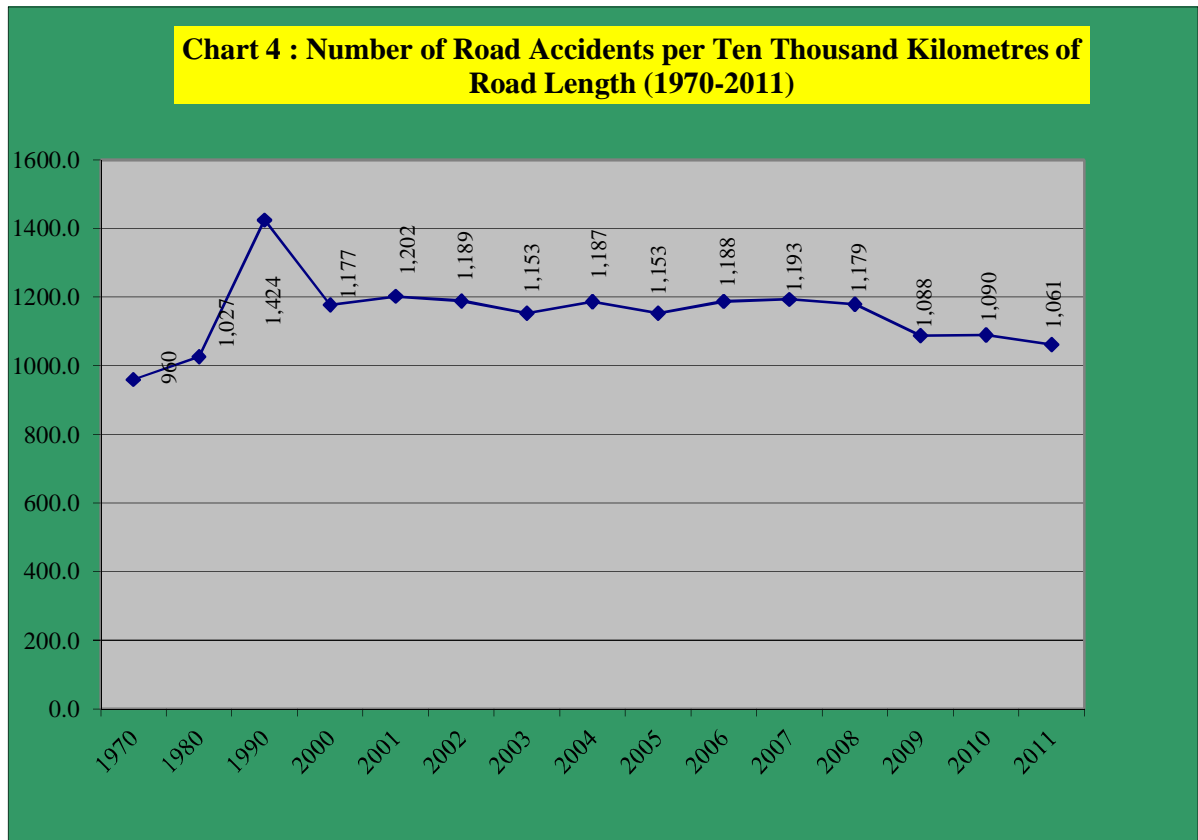


- b. A significant decline in the number of accidents per ten thousand motor vehicles is discernible from 814.4 in 1970 to 35.1 in 2011 (Chart 3).

**Chart 3 : Number of Road Accidents per Ten Thousand Vehicles (1970-2011)**

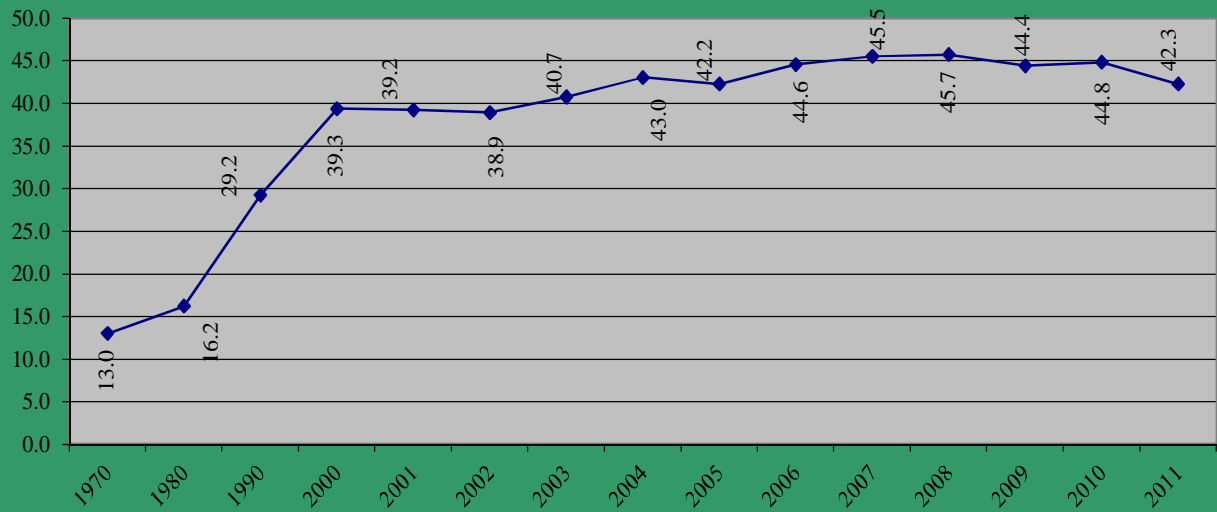


- c. The trend in the number of accidents per ten thousand kilometres of the road length shows that the number of accidents have increased over the last few decades, from 960 in 1970 to 1,027 in 1980; peaked to 1,424 in 1990; but declined thereafter, fluctuating within a band of 1,100 to 1,200 per ten thousand kilometres. During 2011, the figure stood at 1,061 (Chart 4).

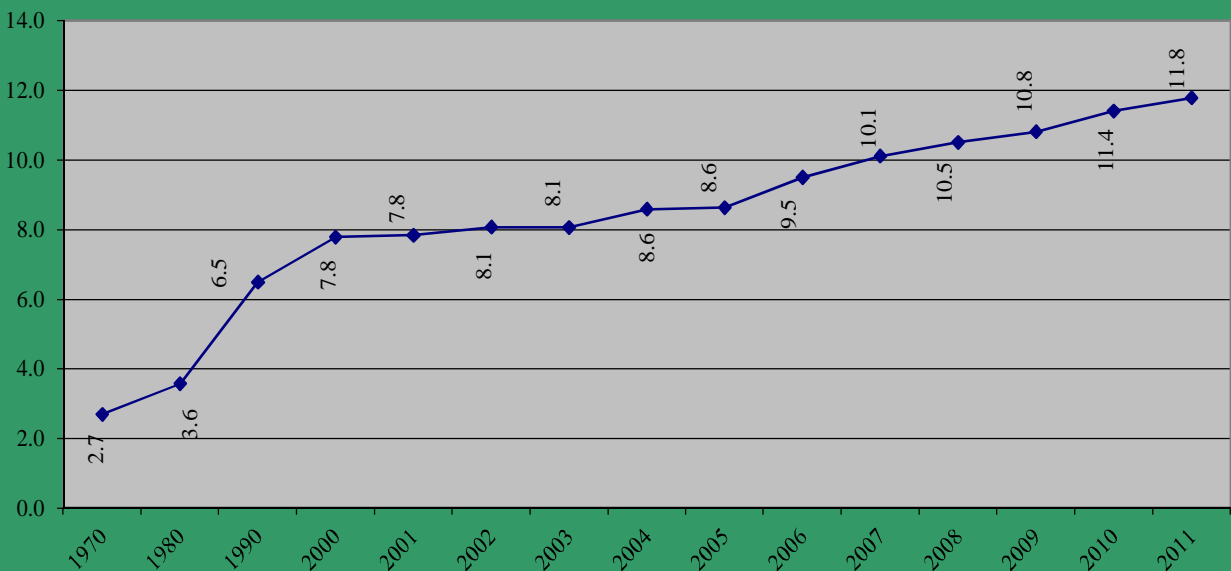


- d. There has been more than three-fold increase in the number of persons injured per lakh of population from 13 in 1970 to 42.3 in 2011 (Chart 5), while persons killed per lakh of population jumped four-fold from 2.7 in 1970 to 11.8 in 2011 (Chart 6). Exposure of population to road accidents leading to deaths and injuries largely depends on the amount of travel undertaken, defined as the number of trips, the distance travelled, or time in the road environment, number of motor vehicles and the amount of motorized traffic, etc. These factors are associated with development and income levels. In high income countries, risk of road accidents arising out of these factors have been reduced through effective road safety engineering, traffic management, enforcement of traffic laws and the severity of penalties for infringement.

**Chart 5 : Number of Persons Injured per Lakh Population(1970-2011)**

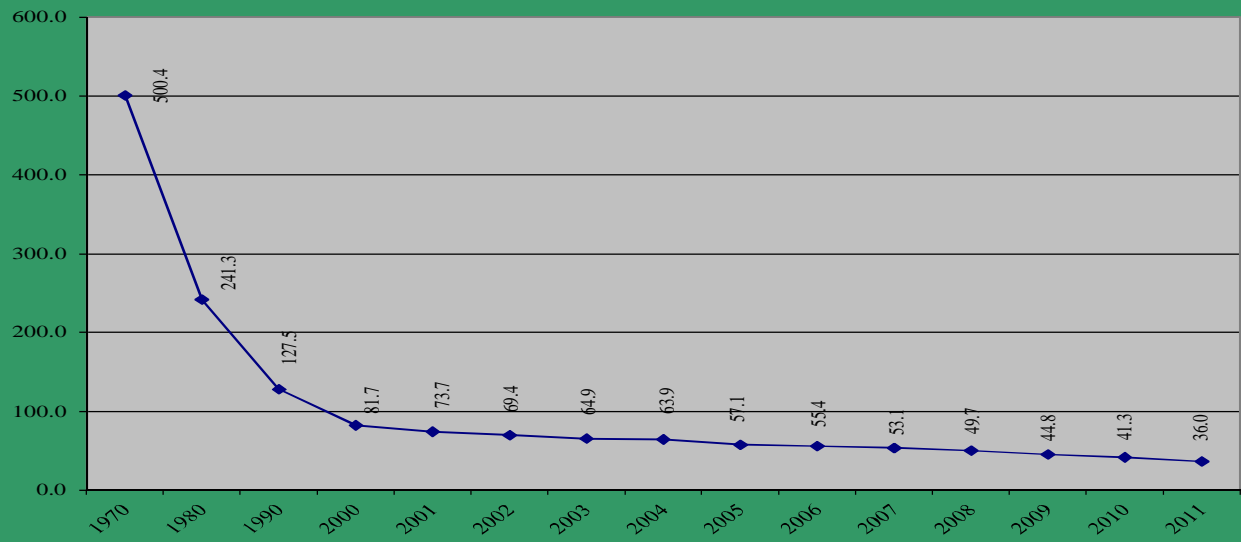


**Chart 6: Number of Persons Killed per lakh Population (1970-2011)**

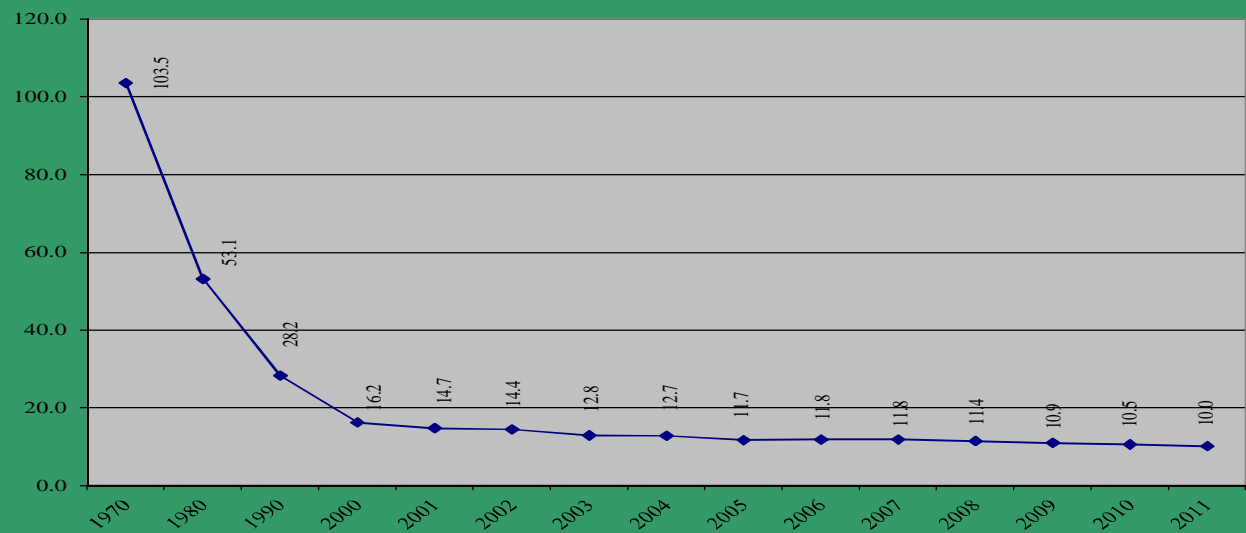


- e. As regards the number of persons injured and killed per 10,000 vehicles the decline has been dramatic. To some extent, the decline in this parameter has been brought about by improvements in vehicle crashworthiness and occupant protection. The number of persons injured per 10,000 vehicles has declined from 500 in 1970 to 36 in 2011 (Chart 7). Similarly, the number of persons killed per 10,000 vehicles in the country has also fallen from about 104 in 1970 to 10 in 2011 (Chart 8).

**Chart 7 : Number of Persons Injured per Ten Thousand Vehicles (1970-2011)**

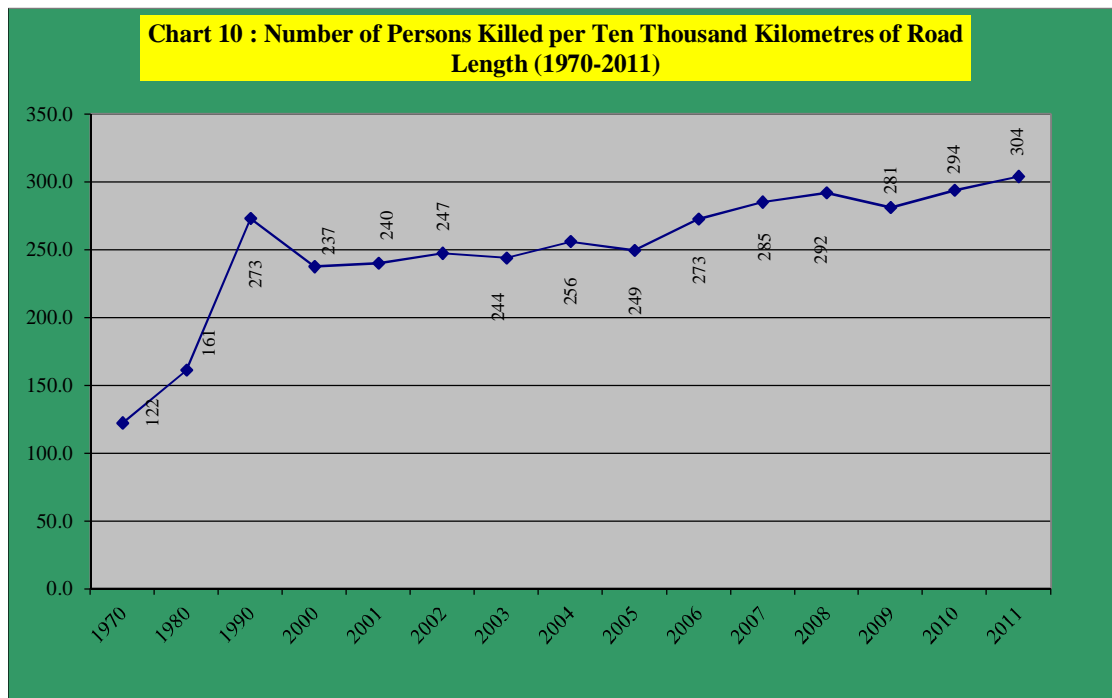
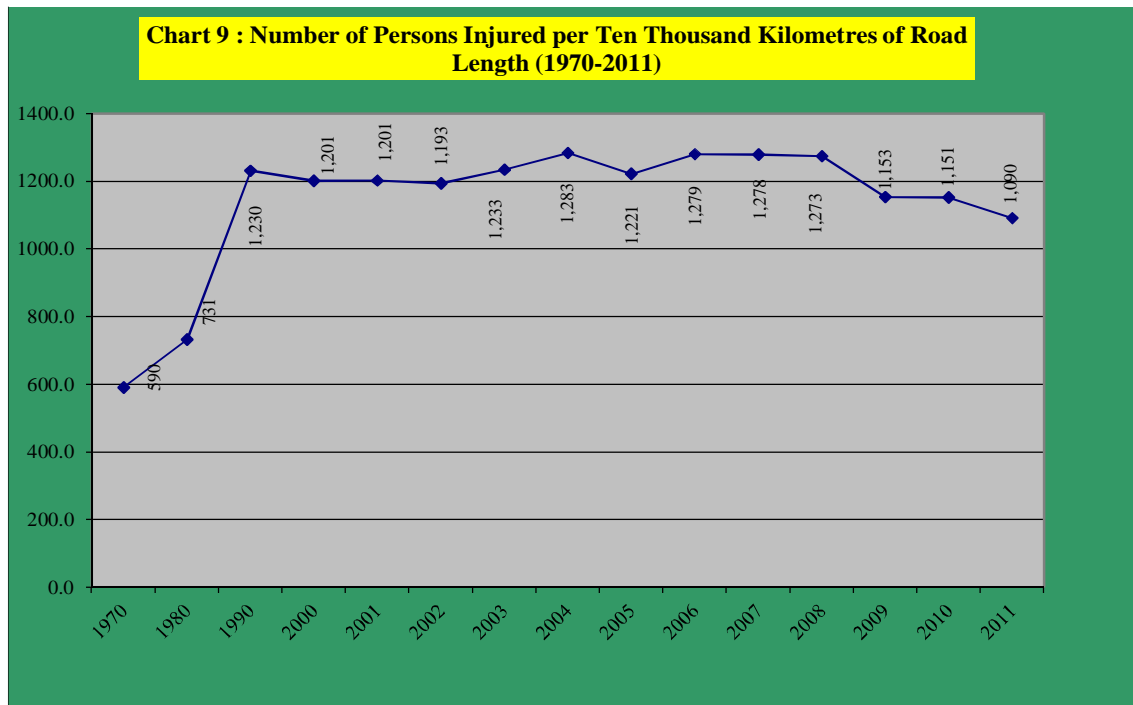


**Chart 8 : Number of Persons Killed per Ten Thousand Vehicles (1970-2011)**



- f. Modern road systems are largely designed for the motor vehicles exposing vulnerable road users to greater risk of accidents. In developing countries, lack of foot-paths, service lanes, cycle tracks, traffic calming measures to reduce speed where non-motorized mode of transport blend with motorized traffic, increases the risk of accidents and its severity. These factors have contributed towards increase in road related accidents, injuries and deaths in relation to rise in terms of road length. High-income countries have made progress in providing facilities for pedestrians and cyclists alongwith speed reduction schemes, thereby

weakening the nexus between road accidents, injuries and deaths with expansion in road network. The numbers of persons injured per ten thousand kilometres of road length have risen from around 590 in 1970 to 1,105.6 in 2011 (Chart 9). Similarly, persons killed per ten thousand kilometres of road length increased 2.5 times from 122 in 1970 to 308.1 in 2011 (Chart 10).





#### 4. Road Accidents: Inter State Comparisons

4.1 Table 3 provides a share of top five States in India in total number of road accidents, persons killed and persons injured in road accidents in the backdrop of their share in India's motor vehicle population.

<b>Table 3: All India Share of Select States (in %): Road Accidents, Injuries, Deaths and Registered Motor Vehicles: 2008 to 2011</b>				
<b>State/UT</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011 (P)</b>
<b>Top* 5 States: Share in Total Number of Road Accidents (in %)</b>				
<b>Share of 5 States</b>	55.4	55.3	55.5	54.8
1.Maharashtra	15.6	14.8	14.3	13.8
2.Tamil Nadu	12.5	12.5	13.0	13.2
3. Madhya Pradesh	9.0	9.7	10.0	9.9
4.Karnataka	9.5	9.3	9.3	9.0
5.Andhra Pradesh	8.8	9.0	8.9	8.9
Share of the above 5 States in total Registered Vehicles.	42.0	42.1	42.6	42.7
<b>Top* 5 States: Share in Total Number Killed in Road Accidents (in %)</b>				
<b>Share of 5 States</b>	50.5	50.6	50.4	52.2
1.Uttar Pradesh	11.0	11.6	11.3	15.1
2.Tamil Nadu	10.7	10.9	11.5	10.8
3.Andhra Pradesh	11.5	11.8	11.7	10.6
4.Maharashtra	10.3	9.1	9.2	9.2
5.Rajasthan	7.0	7.2	6.8	6.5
Share of the above 5 States in total Registered Vehicles.	45.8	45.8	45.3	45.5
<b>Top* 5 States: Share in Total Number of Injuries in Road Accidents (in %)</b>				
<b>Share of 5 States</b>	56.6	55.6	55.9	56.8
1.Tamil Nadu	13.4	13.7	14.3	14.5
2. Karnataka	12.1	12.0	11.7	11.7
3. Andhra Pradesh	11.2	10.6	10.8	10.9
4. Madhya Pradesh	9.8	10.1	10.2	10.9
5.Maharashtra	10.1	9.3	8.9	8.9
Share of the above 5 States in total Registered Vehicles.	42.0	42.1	42.6	42.7
*: Top 5 according to their respective shares in 2011				
P : Provisional				

4.2 As can be seen from Table 3, the share of top 5 States in total number of accidents in the country has hovered around 55 per cent, but fell marginally to 54.8 per cent in 2011. The share of the top 5 States in total number of persons killed in road accidents had been around 50 per

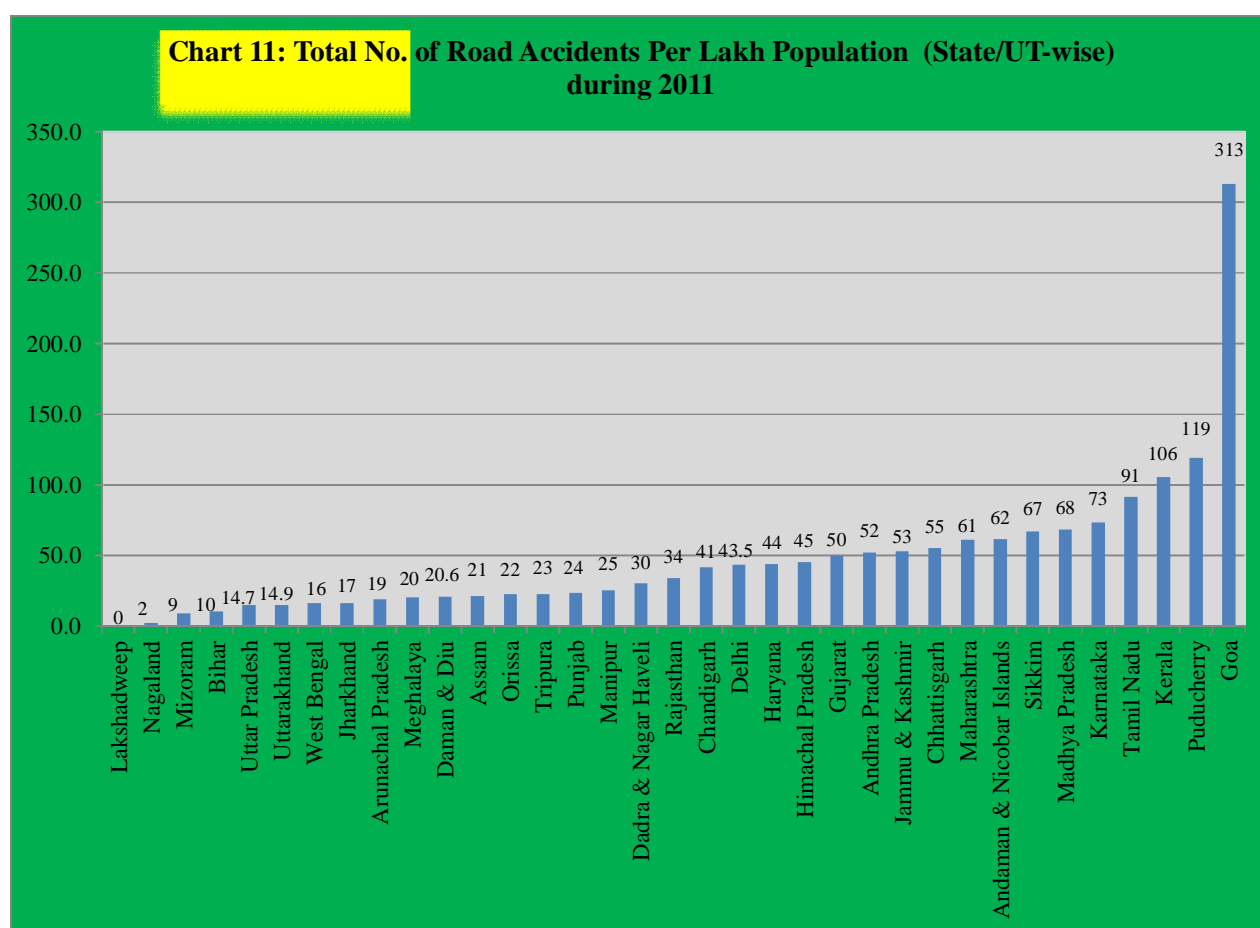
cent during 2008 to 2010. There was a surge in the total number of persons killed in these 5 States during 2011, taking their proportion to 52.2 per cent. The share of the top 5 States in the number of persons injured remained in the range 55 to 57 per cent.

### Incidence of Road Accidents, Injuries and Deaths: States & UTs

4.3 Inter-State/UT comparisons of accident related data need to be viewed keeping in mind the differences in road network, state of roads, size of human and vehicular population, levels of urbanization and accident reporting systems. These parameters have implications for accident rates across the States. Incidence of accidents normalized in terms of road length, human population or vehicle population provides comparable accident data across States and UTs.

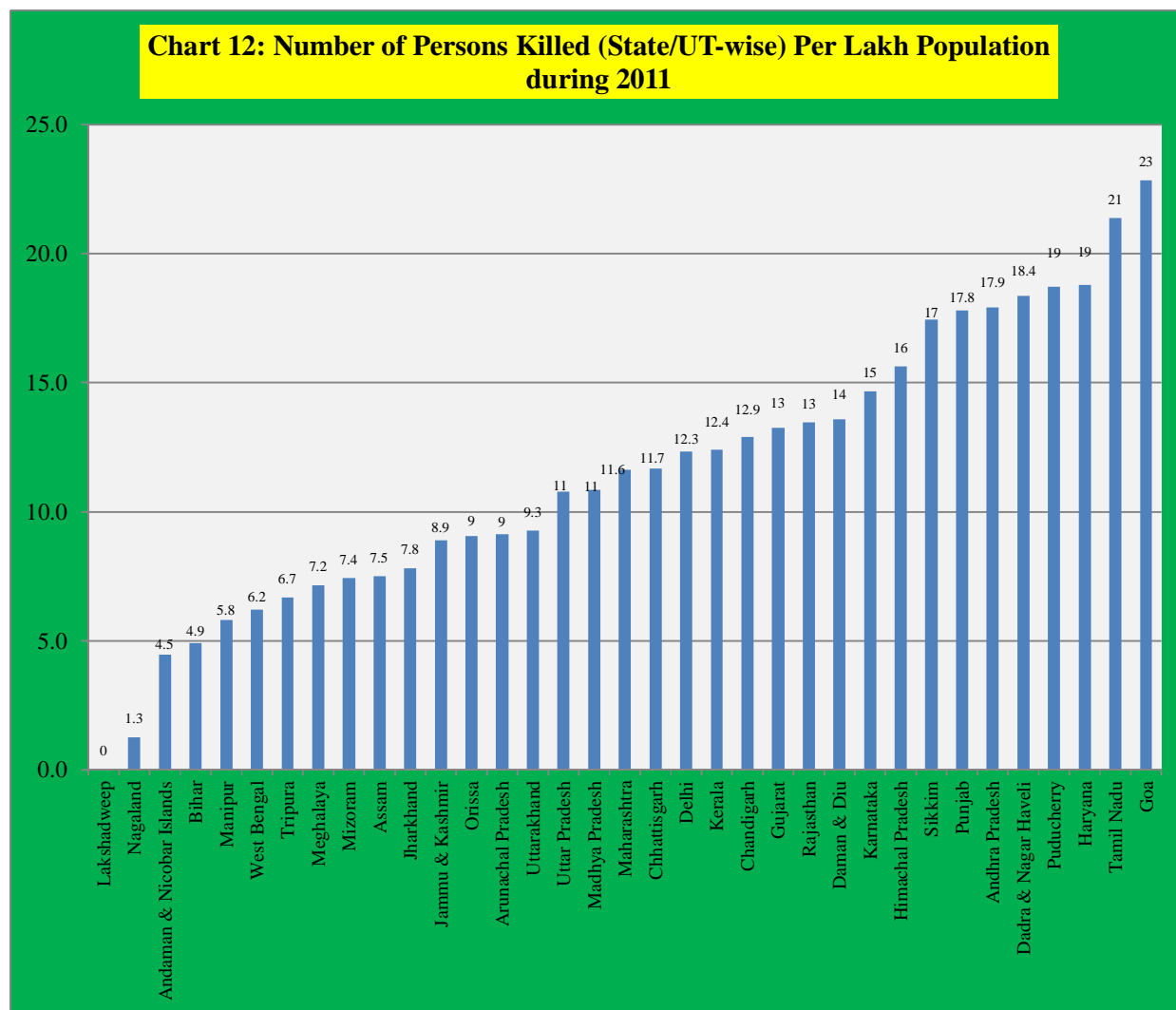
### Per Lakh of Population

4.4 There are wide variations among States/UTs as far as the number of road accidents per lakh of population is concerned. During 2011, the number of road accidents per lakh of population was highest in Goa (313), followed by Puducherry (119) in contrast to a low of 2.0 reported by Nagaland (Chart11) (Annex – II). Lakshadweep did not report any road accidents during 2011.



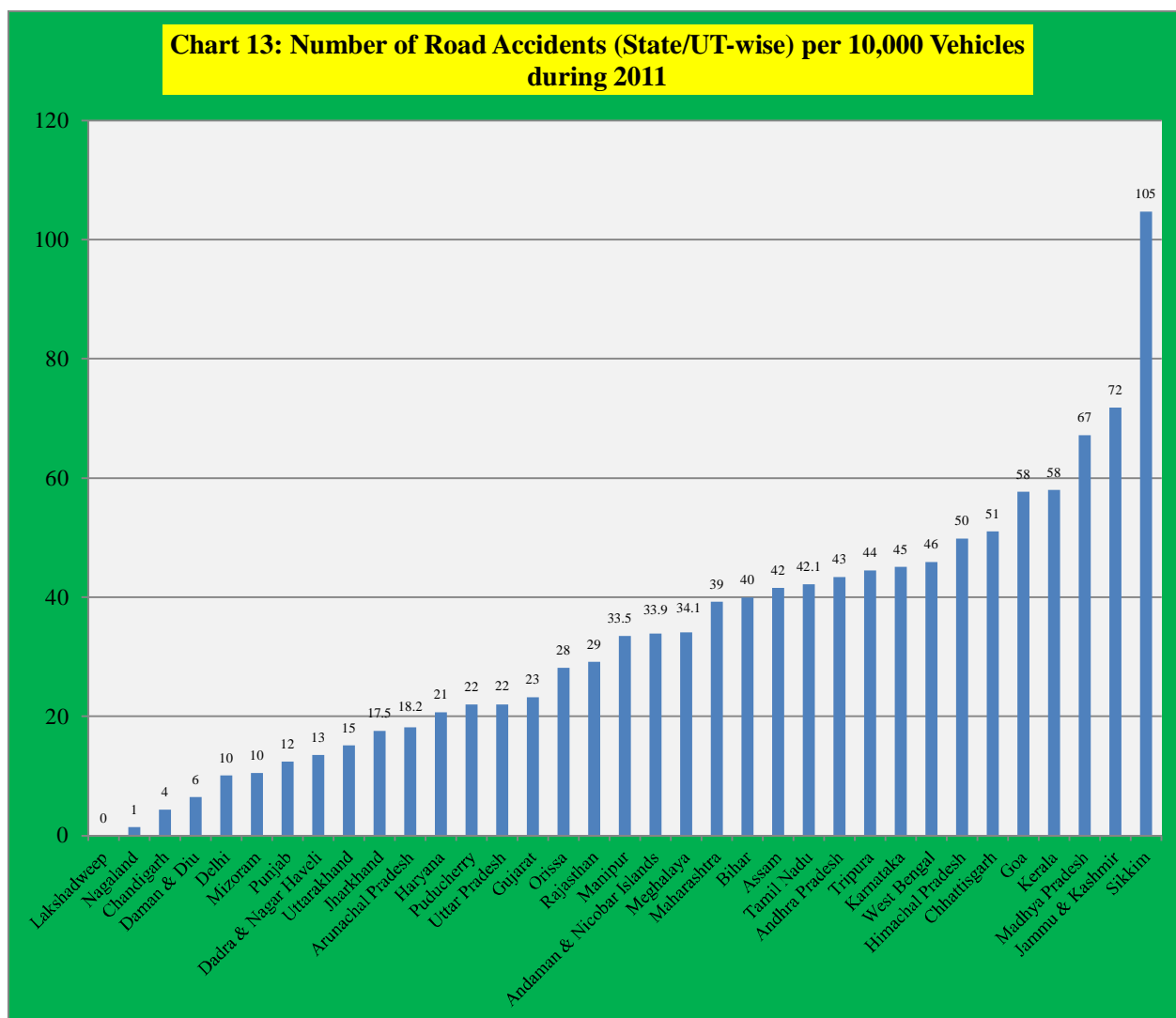
4.5 The highest number of persons killed per lakh of population in 2011 on account of road accidents was in Goa (22.8), followed by Tamil Nadu (21.4) (Annex-III) (Chart 12). On the other hand, Lakshadweep did not report any persons killed in road accidents during 2011, while Nagaland reported 1.3 persons killed per lakh population.

4.6 Goa and Puducherry had the highest number of persons injured per lakh of population at 159 and 135.7, respectively, in 2011, followed by Kerala at 123.9 (Annex-IV). Lakshadweep did not report any persons injured during 2011. Nagaland reported one of the lowest figures of 5.4 persons injured per lakh of population.



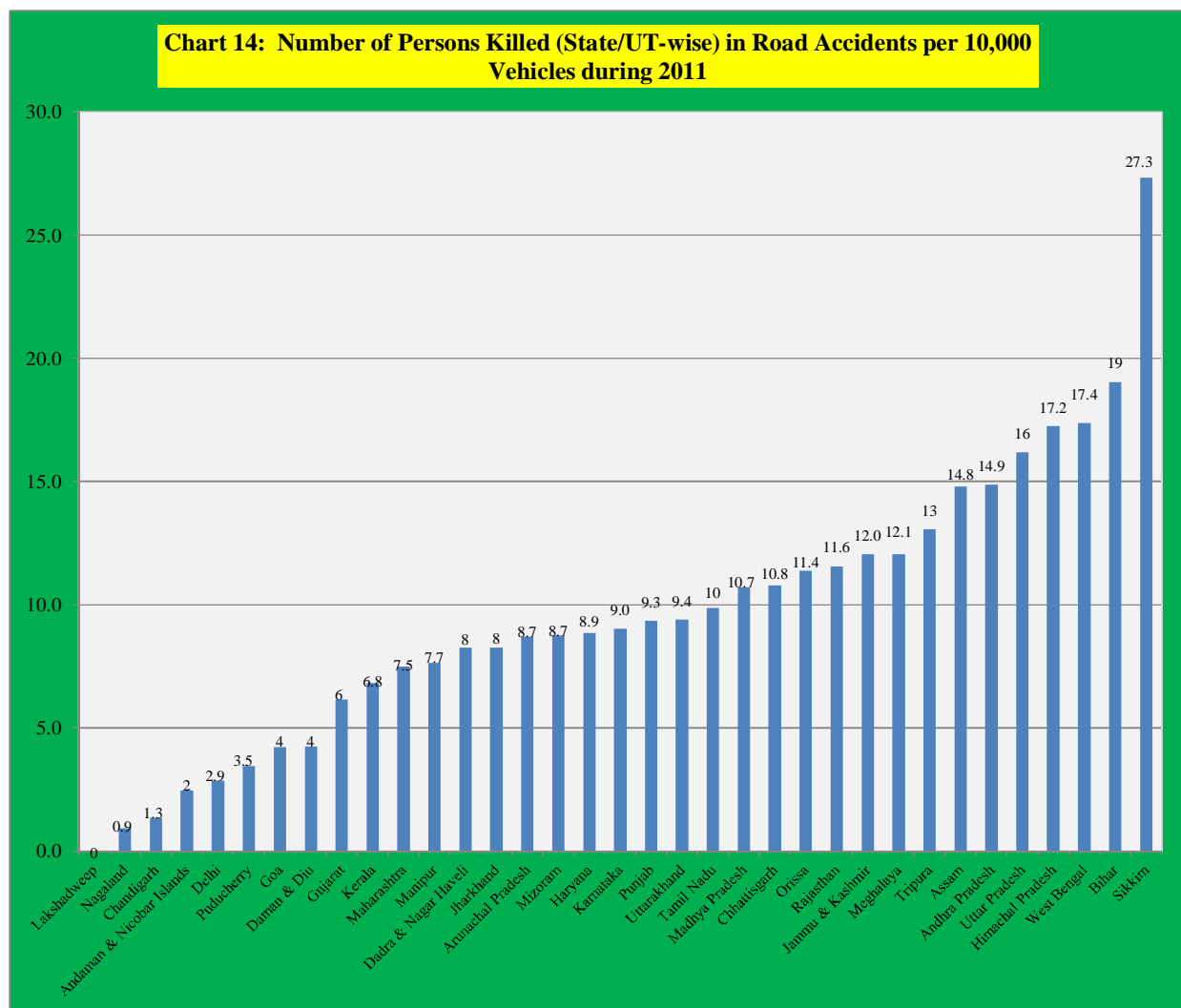
### Per Ten Thousand Vehicles

4.7 For the year 2011, Sikkim had the highest number of road accidents per 10,000 vehicle population at about 105 (Chart 13). The lowest figure after Lakshadweep, which did not report any road accidents during 2011, was by Nagaland.



4.8 There are wide variations in the number of persons injured due to road accidents per 10,000 vehicles across States /UTs (Annex–IV). For the year 2011, Jammu & Kashmir had the highest number of persons injured per 10,000 vehicles (108). Amongst the States/UTs with the lowest number of persons injured per 10,000 vehicles were Lakshadweep (0.0), Chandigarh (3.7) and Nagaland (3.9).

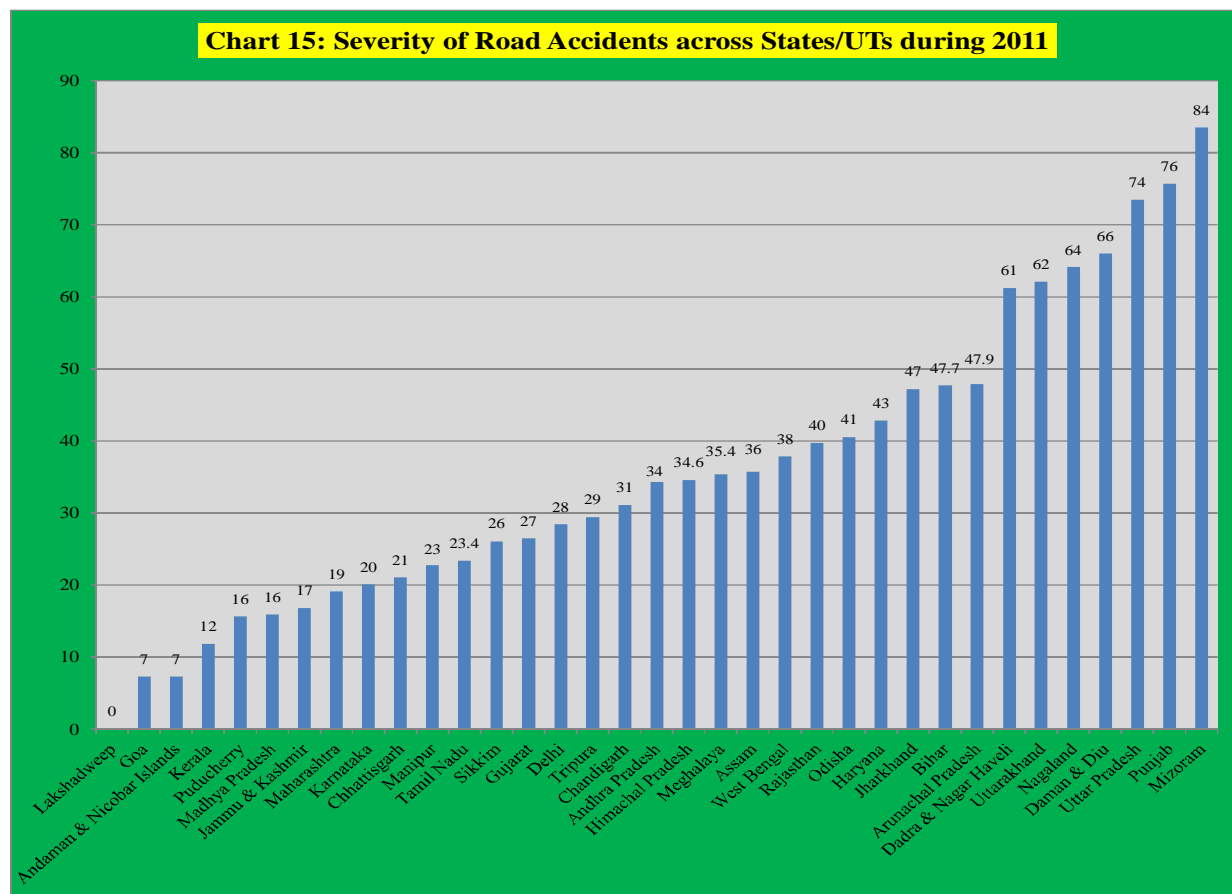
4.9 In terms of fatalities, Sikkim had the highest road related accident deaths per ten thousand vehicles (27.3) during 2011 (Chart 14). After Lakshadweep, Nagaland (0.9) had the lowest number of persons killed in road accidents per 10,000 vehicles.



### Severity of Road Accidents across States/UTs

4.10 Table 4 gives the State/UT-wise severity of road accidents in India. In 2011, the highest accident severity was observed in Mizoram (83.5), followed by Punjab (75.7), Uttar Pradesh (73.5) and Daman & Diu (66.0). Despite the State of Nagaland having a very low incidence in terms of number of accidents and number of persons killed per lakh population and per ten thousand motor vehicles, it had the fifth highest severity of road accidents of 64.1 in 2011 (Chart 15).

<b>Table 4 : Severity* of Road Accidents in India (State/UT-wise): 2008-2011</b>					
<b>S. No.</b>	<b>States/UTs</b>	<b>Persons Killed per 100 Accidents</b>			
		<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011 (P)</b>
1	Andhra Pradesh	32.4	33.9	35.2	34.3
2	Arunachal Pradesh	47.9	51.6	50.5	47.9
3	Assam	38.6	40.9	38.7	35.7
4	Bihar	43.8	43.6	46.6	47.7
5	Chhattisgarh	22.9	22.2	21.6	21.1
6	Goa	7.6	7.7	7.2	7.3
7	Gujarat	21	22.5	24.9	26.5
8	Haryana	38.8	38.6	42.2	42.8
9	Himachal Pradesh	30.8	37.4	35.9	34.6
10	Jammu & Kashmir	17.8	18.5	17	16.8
11	Jharkhand	39.7	43.4	46	47.2
12	Karnataka	19	19.3	20.7	20.1
13	Kerala	10.5	10.8	11.3	11.8
14	Madhya Pradesh	15.2	15.6	16.2	15.9
15	Maharashtra	16.4	15.8	17.3	19.1
16	Manipur	26.4	21.6	25.6	22.8
17	Meghalaya	41.8	36.4	34.4	35.4
18	Mizoram	57.3	69.8	65.6	83.5
19	Nagaland	92.1	87.3	114.3	64.1
20	Odisha	37.6	39.7	40.8	40.5
21	Punjab	62.7	65.9	64.3	75.7
22	Rajasthan	35.4	36	37.7	39.7
23	Sikkim	40.3	15.4	38.2	26.1
24	Tamil Nadu	21.2	22.6	23.7	23.4
25	Tripura	28.8	26.5	25.6	29.4
26	Uttarakhand	75.7	60.8	62.4	62.1
27	Uttar Pradesh	51.3	52	53.5	73.5
28	West Bengal	39.2	43.7	38.2	37.9
29	Andaman & Nicobar Islands	11.5	12.2	9.5	7.3
30	Chandigarh	30.7	40.3	30.3	31.1
31	Dadra & Nagar Haveli	56	57	64.6	61.2
32	Daman & Diu	58	52.4	64.6	66.0
33	Delhi	24.8	30.9	29.7	28.4
34	Lakshadweep	0	50	0	0
35	Puducherry	12.5	12.8	15.6	15.7
	<b>National Average</b>	<b>24.7</b>	<b>25.8</b>	<b>26.9</b>	<b>28.6</b>
P: Provisional					
Note: * Accident Severity: Road accident deaths/100 accidents					



## 5. Select Cities: Road Accidents, Injuries, Deaths and Severity

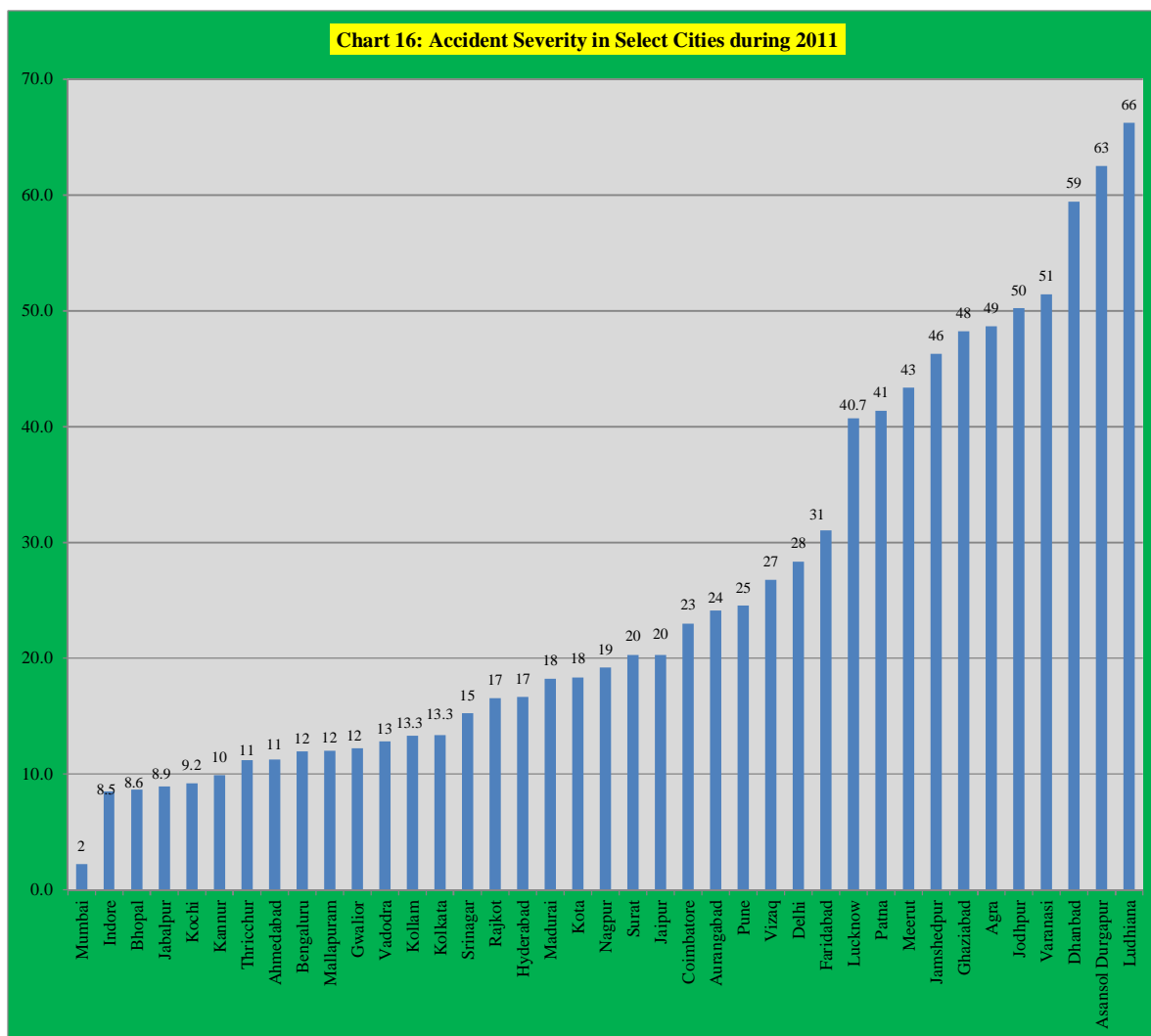
5.1 Till 2010, the data on road accidents was collected from 23 select metropolitan cities of India. Census of India 2011 reported 53 ‘million-plus’ cities. Of these 53 cities, 39 reported road accident data for 2011. These 39 cities accounted for a share of 17.9 per cent in total road accidents in the country, 12.2 per cent in total persons injured and 9.1 per cent in total persons killed in road accidents (Table 5).

5.2 An important accident related parameter is the extent of accident severity (road accident related deaths per 100 accidents). It varies from a low of 2.2 in Mumbai to a high of about 66.2 in Ludhiana (Table 6). The other cities reporting very high accident severity of more than 50 included Asansol-Durgapur (62.5), Dhanbad (59.4), Varanasi (51.4) and Jodhpur (50.2) (Chart 16).

Table 5: Per cent Share of 39 Cities in Road Accidents during 2011		
1	All Accidents	17.9
2	Fatal Accidents	9.9
3	Persons Killed	9.1
4	Persons Injured	12.2
Figures for fatal accidents pertain to 38 cities which reported.		



<b>Table 6: Road Accident Profile of Select Cities (2011)</b>						
<b>Sl. No.</b>	<b>Name of city</b>	<b>Total number of</b>				<b>Accident Severity*</b>
		<b>Fatal Accidents</b>	<b>All Accidents</b>	<b>Persons Killed</b>	<b>Persons Injured</b>	
1	Agra	336	1,299	632	1,046	48.7
2	Ahmedabad	222	2,020	227	2,036	11.2
3	Asansol Durgapur	229	368	230	185	62.5
4	Aurangabad	161	719	173	744	24.1
5	Bengaluru	689	6,031	720	4,952	11.9
6	Bhopal	275	3,459	299	2,970	8.6
7	Coimbatore	253	1,126	259	1,058	23.0
8	Delhi	2,007	7,281	2,065	7,226	28.4
9	Dhanbad	74	138	82	106	59.4
10	Faridabad	229	803	249	595	31.0
11	Ghaziabad	495	1,109	535	817	48.2
12	Gwalior	233	2,030	248	1,626	12.2
13	Hyderabad	428	2,651	441	2,528	16.6
14	Indore	407	4,995	425	4,053	8.5
15	Jaipur	387	2,002	406	1,915	20.3
16	Jabalpur	239	2,906	260	2,990	8.9
17	Jamshedpur	189	447	207	292	46.3
18	Jodhpur	236	526	264	525	50.2
19	Kochi	171	1,986	182	2,008	9.2
20	Kolkata	396	3,133	418	2,420	13.3
21	Kollam	209	1,668	222	1,811	13.3
22	Kota	102	616	113	688	18.3
23	Kannur	52	557	55	833	9.9
24	Lucknow	493	1,270	517	741	40.7
25	Ludhiana	260	444	294	189	66.2
26	Madurai	123	685	125	656	18.2
27	Mallapuram	290	2,694	324	3,534	12.0
28	Mumbai	539	25,471	563	5,059	2.2
29	Meerut	321	886	384	679	43.3
30	Nagpur	227	1,231	236	1,144	19.2
31	Patna	507	1,225	507	576	41.4
32	Pune	62	261	64	213	24.5
33	Rajkot	163	1,039	172	1,042	16.6
34	Surat	240	1,223	248	841	20.3
35	Srinagar	N.R.	492	75	511	15.2
36	Thrissur	134	1,262	141	1,343	11.2
37	Vadodra	164	1,343	172	908	12.8
38	Varanasi	73	142	73	69	51.4
39	Visakhapatnam	410	1,548	414	1,286	26.7
<b>Total 39 cities</b>		<b>12,025</b>	<b>89,086</b>	<b>13,021</b>	<b>62,215</b>	<b>14.6</b>
<b>All India</b>		<b>121,618</b>	<b>497,686</b>	<b>142,485</b>	<b>511,394</b>	<b>28.6</b>
Note: * Accident Severity: Road accident deaths/100 accidents N.R.: Not reported						



## 6. Accidents in terms of Classification of Roads

6.1 National Highways accounted for 30.1 per cent in total road accidents and 37.1 per cent in total number of persons killed in 2011. State Highways accounted for 24.6 per cent of total accidents and a share of 27.4 per cent in the total number of persons killed in road accidents in 2011 (Tables 7 and 8). Highways permit greater speed resulting in relatively greater number of road accidents and fatalities. State- wise break up of accidents, injuries and deaths due to road accidents on stretches of National and State Highways are given in Annex-V to X.

**Table 7: Number of Accidents and Number of Persons Killed and Injured as per Type of Road: 2002 to 2011**

Year	National Highways			State Highways		
	Percentage Share in			Percentage Share in		
	Total Number of Road Accidents	Number of Persons Killed	Number of Persons Injured	Total Number of Road Accidents	Number of Persons Killed	Number of Persons Injured
2002	32.3	39.7	32.4	23.5	27.2	25.4
2003	31.4	38.6	30.1	22.4	28.2	26.7
2004	30.3	37.5	30.8	23.5	26.9	24.9
2005	29.6	37.3	31.3	23.6	27.2	25.7
2006	30.4	37.7	30.8	18.5	26.8	24.9
2007	29.0	35.5	30.2	24.4	27.7	26.2
2008	28.5	35.6	28.6	25.6	28.4	27.5
2009	29.3	36.0	29.6	23.8	27.1	25.5
2010	30.0	36.1	31.3	24.5	27.3	26.0
2011(P)	30.1	37.1	30.5	24.6	27.4	26.1

There are no State Highways declared in Arunachal Pradesh, Chandigarh and Delhi. For the years 2002 to 2010, figures furnished by Police Departments of Arunachal Pradesh and Chandigarh include road accidents on 'Other Roads' and those by Police Department of Delhi include road accidents on 'Ring Road' and 'Outer Ring Road'.

(P) : Provisional

**Table 8: Number of Accidents, Persons Killed & Injured as per Road Classification (2011)**

Road Classification	National Highways	State Highways	Other Roads
<b>No. of Accidents</b>	149,732 (30.1)	122,239 (24.6)	225,715 (45.3)
<b>No. of Persons Killed</b>	52,924 (37.1)	39,033 (27.4)	50,528 (35.5)
<b>No. of Persons Injured</b>	156,008 (30.5)	133,435 (26.1)	221,951 (43.4)

Note: Figures within parentheses indicate share in total accidents, killed and injured in the respective road categories.

## 7. Spatial Distribution of Road Accidents (Urban vis-à-vis Rural)

7.1 In 2011, the total number of accidents that occurred in rural areas was more than that in the urban areas; the former accounting for 53.5 per cent (2,66,231) and the latter accounting for 46.5 per cent (2,31,455) of total accidents (Annex-XVII). Rural areas had more fatalities (63.4 per cent) than urban areas (36.6 per cent). The number of persons injured was also more in rural areas (59.4 per cent) as compared to urban areas (40.6 per cent).

## 8. Accidents in terms of involvement by Vehicle type

8.1 Motorized vehicles accounted for 92.4 per cent of the total road accidents in the year 2011. Amongst the vehicle categories, two-wheelers accounted for the highest share in total road accidents (23.7 per cent), followed by trucks, tempos, tractors and other articulated vehicles

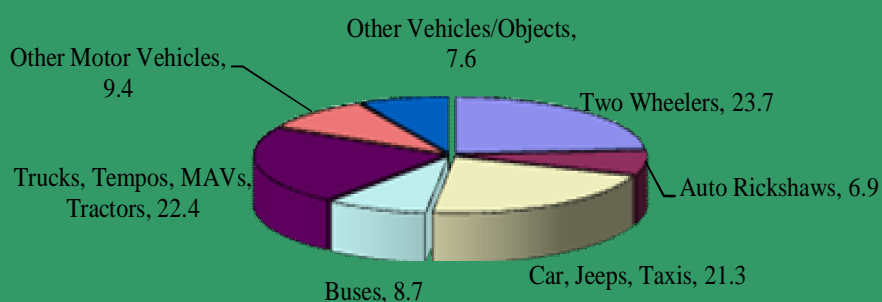
(22.4 per cent), cars, jeeps and taxis (21.3 per cent), other motor vehicles (9.4 per cent), buses (8.7 per cent) and auto rickshaws (6.9 per cent) in 2011 (Table 9). Details of accidents in terms of vehicle typology are given in Annex-XIV. The category of ‘trucks, tempos, tractors and other articulated vehicles’ accounted for the highest proportion of fatalities (27.4 per cent of the persons killed). The share of various vehicle categories in total road accidents, persons killed and persons injured are given in Charts 17, 18 and 19, respectively.

**Table 9: Share of Different Vehicles in Total Road Accidents, Fatal Accidents, Persons Killed and Persons Injured (2011)**

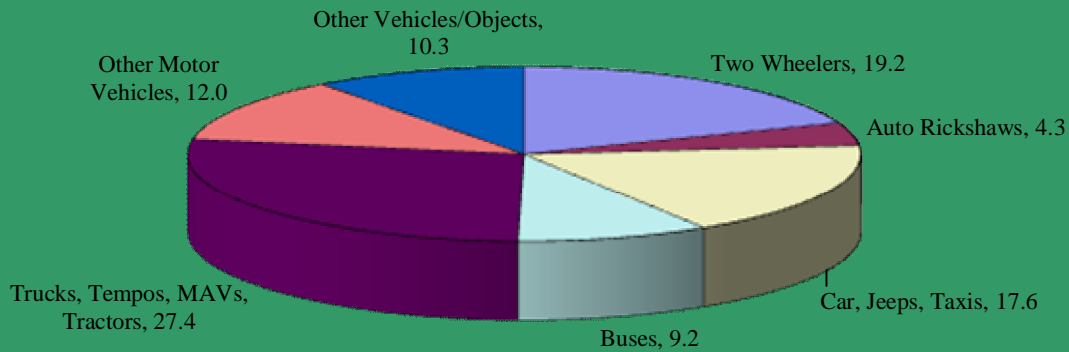
Parameters	Two-wheelers	Auto-rickshaws	Cars, Jeeps & Taxis	Buses	Trucks, tempos, tractors and other articulated vehicles	Other Motor Vehicles	Other Vehicles/ Objects
Accidents	23.7	6.9	21.3	8.7	22.4	9.4	7.6
Fatal Accidents	19.9	4.3	18.2	9.2	28.4	10.4	9.6
Persons Killed	19.2	4.3	17.6	9.2	27.4	12.0	10.3
Persons Injured	22.5	7.8	20.4	11.0	21.6	9.5	7.2

Note: Two-Wheelers include motor cycles, scooters & mopeds; Other Vehicles/Objects include cycles, cycle rickshaws, hand-drawn vehicles, pedestrians, animals, trees, level crossings & other fixed objects.

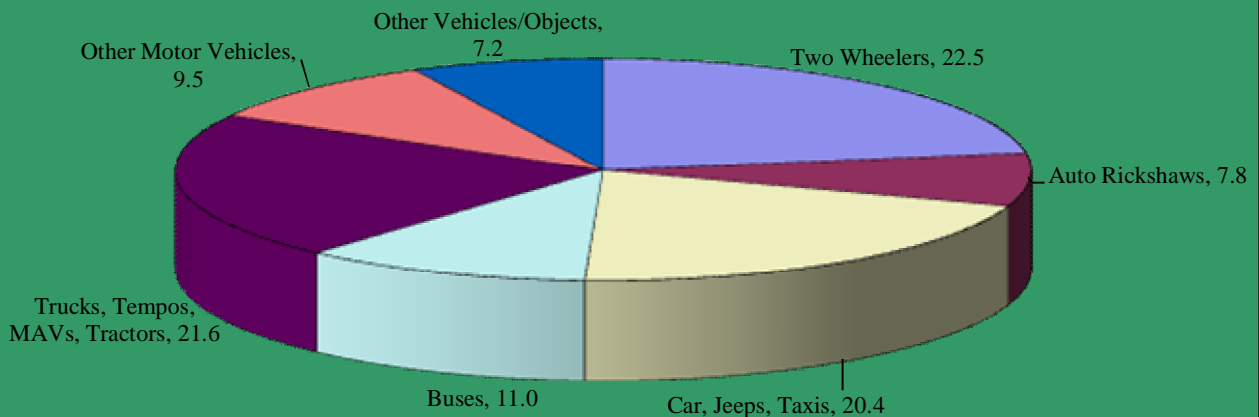
**Chart 17 : Per cent Share in Total Road Accidents by Type of Motor Vehicle Involved (Primarily Responsible): 2011**



**Chart 18 : Per cent Share of Persons Killed in Road Accidents by Type of Motor Vehicle (Primarily Responsible): 2011**



**Chart 19 : Per cent Share of Persons Injured in Road Accidents by Type of Motor Vehicles (Primarily Responsible): 2011**



8.2 Occupants of (i) trucks, tempos, MAVs and tractors (i) two-wheelers, (ii) cars, jeeps and taxis, and (iv) buses accounted for 27.4 per cent, 19.2 per cent, 17.6 per cent and 9.2 per cent, respectively, of total road fatalities.

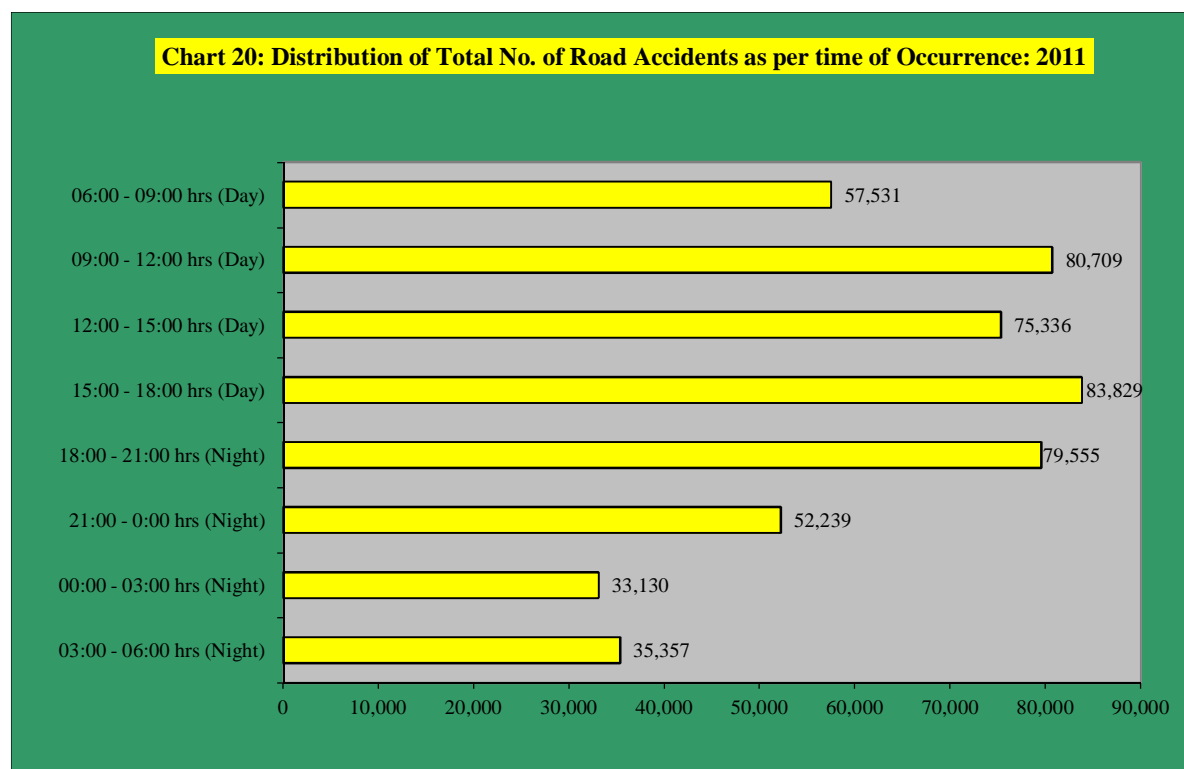
8.3 Two-wheelers (26.6 per cent) are the most unprotected road users and have to share scarce road space with motorized vehicles of different engine power and speed resulting in

serious conflicts within traffic flows. Pedestrians (9.0 per cent) and bicycle riders (4.8 per cent) are also amongst the vulnerable road users. For State-wise data, refer Annex-XVIII.

## 9. Time of Occurrence of Road Accidents

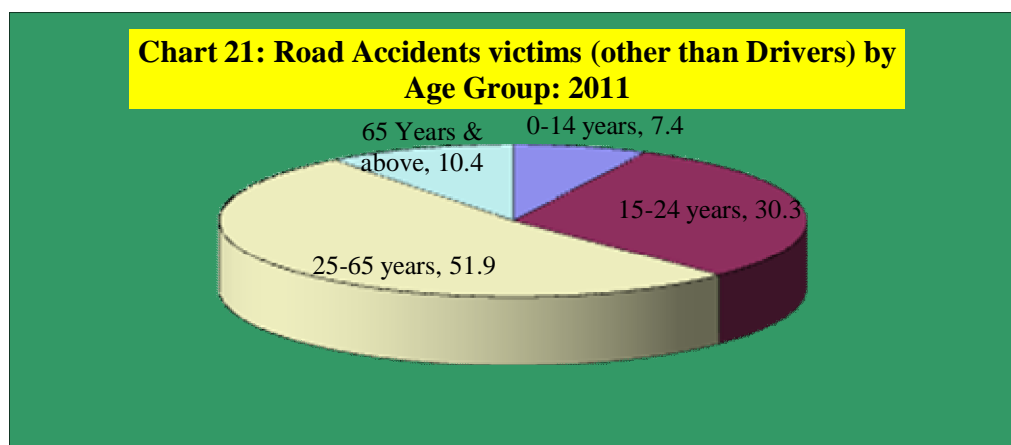
9.1 For framing strategies for prevention and for organization of care of accident victims, information on timing of accidents is a prerequisite. During 2011 the slots with high rates of road accidents were 15:00–18:00 hours, 09:00–12:00 hours and 18:00–21:00 hours (Chart 20). The distribution of the total accidents during night time (6 PM to 6 AM) and day time (6 AM to 6 PM) is approximately in the ratio of 2:3 i.e. about 40 per cent during night time and 60 per cent during daytime (Table 10).

<b>Table 10: Road Accidents as per the Time of Occurrence (2011)</b>		
<b>Time</b>	<b>No. of Accidents</b>	<b>Per cent Share in total Accidents</b>
06:00 - 09:00 hrs (Day)	57,531	11.6
09:00 - 12:00 hrs (Day)	80,709	16.2
12:00 - 15:00 hrs (Day)	75,336	15.1
15:00 - 18:00 hrs (Day)	83,829	16.8
18:00 - 21:00 hrs (Night)	79,555	16.0
21:00 - 0:00 hrs (Night)	52,239	10.5
00:00 - 03:00 hrs (Night )	33,130	6.7
03:00 - 06:00 hrs (Night)	35,357	7.1
Total 24 hrs	497,686	100.0



## 10. Age Profile of Accident Victims (Other than Drivers)

10.1 The detailed age profile of accident victims other than the drivers, for the year 2011, reveals that the age group (25-65 years) accounted for the largest share of 51.9 per cent of total road accident casualties, followed by the age group (15-24 years) with a share of 30.3 per cent (Chart 21). More than half of the road traffic casualties are in the wage earning age group. The loss of the main earning member can be disastrous, leading to fall in income of the household and lower living standards.

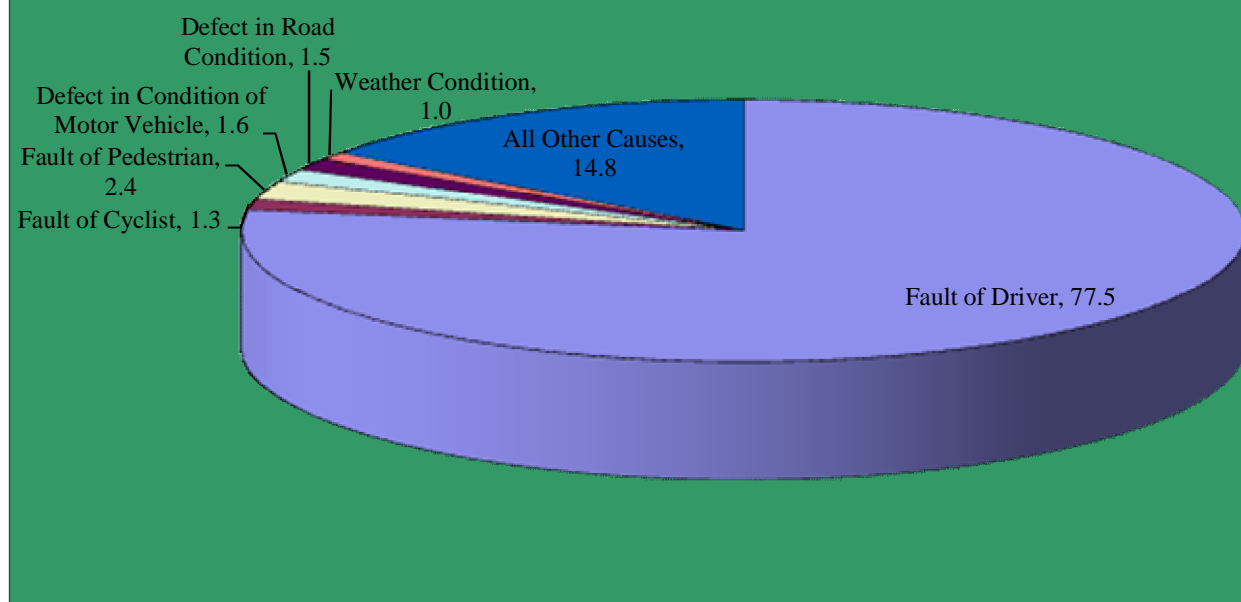


## 11. Causes of Road Accidents

11.1 The high socio-economic cost of the injuries and fatalities, occurring due to road accidents, and the need for effective policies for curbing road accidents make it imperative to study the causes of road accidents. The analysis of road accidents in terms of causal factors reveals that drivers' fault is the single most important factor responsible for accidents, fatalities and injuries. Drivers' fault accounted for 77.5 per cent (3,85,806 accidents) of total accidents; 72.0 per cent (1,02,620) of the total number of persons killed and 78.2 per cent (3,99,911) of the total number of persons injured in road accidents during 2011 (Chart 22). The fault of the cyclists and that of the pedestrians appears to be of marginal consequence accounting for a share of 1.3 per cent and 2.4 per cent, respectively, in road accidents during 2011. Cyclists and pedestrians were responsible for about 1.8 per cent and 3.1 per cent, respectively, of total number of persons killed in road accidents. Defects in the motor vehicles caused 1.6 per cent of road accidents and 2.1 per cent of fatalities in road accidents. Causes of accidents across the States are provided in Annex-XI.



**Chart 22: Causes of Road Accidents: 2011**



11.2 Within the category of drivers' fault, accidents caused and persons killed due to 'Exceeding lawful speed', accounted for a high share of 59.0 per cent (2,27,536 out of 3,85,806 accidents caused by drivers' fault) and 58.4 per cent (59,932 out of 1,02,620), respectively. State-wise details are at Annex-XII.

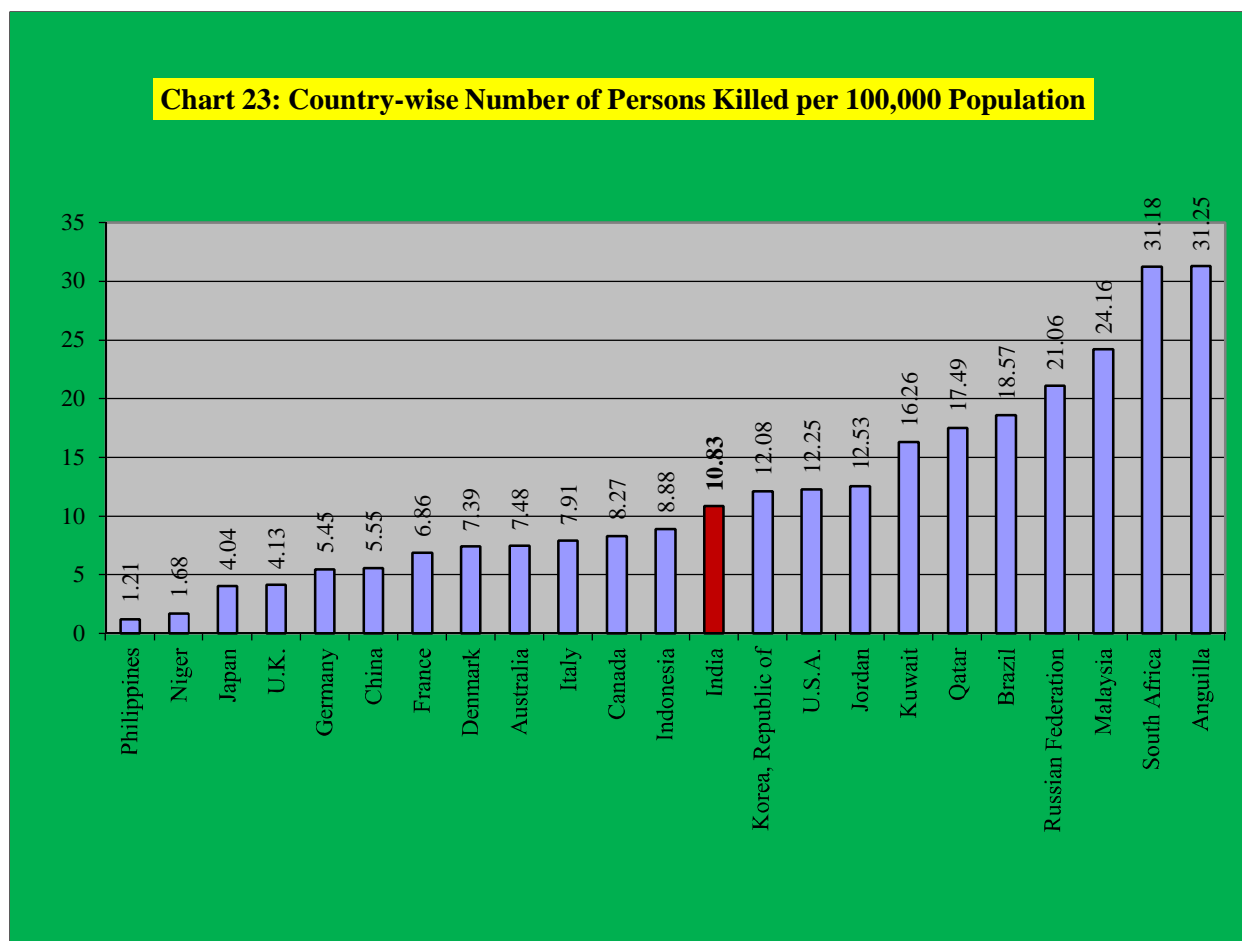
11.3 Intake of alcohol / drugs by drivers resulted in 24,655 road accidents and 10,553 fatalities. As a proportion of total accidents and deaths due to 'drivers' fault', intake of alcohol/drugs accounted for 6.4 per cent and 10.3 per cent, respectively. State-wise details are at Annex-XII.

11.4 Overloading/overcrowding of vehicles accounted for 1,00,238 road accidents and 33,604 road deaths. As a share of total road accidents and deaths, these figures constituted 20.1 per cent and 23.6 per cent, respectively. State-wise details are at Annex-XIII.

## **12. International Comparison of Road Traffic Injury Accidents and Deaths**

12.1 Cross country comparisons of incidence of road accident related deaths and injury accidents per lakh persons as per World Road Statistics (WRS) 2011 (published by International Road Federation, Geneva) showed lower incidence of both the parameters for India in comparison to many developed and developing countries (Table 11). In 2009, the number of road accident deaths per lakh of population at 10.83 in India was much lower compared with South Africa (27.92), Malaysia (24.56), Russian Federation (18.39), Kuwait (14.56), Republic of Korea (11.98), Jordan (11.36) and USA (11.01) (Chart 23). For the year 2009, South Africa reported the highest figure of 27.92 and Niger reported the lowest number of deaths per lakh population at 2.35 in 2009. Countries which recorded a lower number of persons killed per 1,00,000 populations were United Kingdom (3.59), Brazil (3.81), Japan (4.52), Germany (5.07), China

(5.09), Denmark (5.48), Canada (6.55), Australia (6.81), France (6.82), Italy (7.04) and Indonesia (8.69).



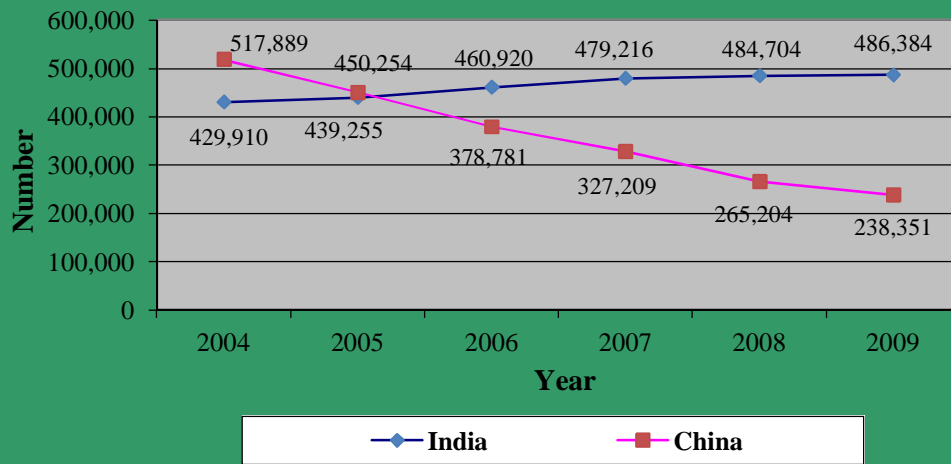
Injury accidents per lakh of population in India was substantially lower at around 36.58 when compared with France (115.49), United Kingdom (265.21), South Africa (304.15), Canada (371.08), Germany (379.59), Republic of Korea (475.91) and the U.S.A. (504.16). For 2009, the highest figure was reported by Japan (577.52) and Niger (5.41) reported the lowest figures in respect of injury accidents per 100,000 persons. A cross country comparison of incidence of road related deaths and injury accidents of select countries are given in Table 11.

<b>Table 11: Cross Country Comparison of Incidence of Road related Deaths and Injury Accidents in 2009*</b>			
<b>Sl. No.</b>	<b>Country</b>	<b>Killed per 100,000 Population</b>	<b>Injury Accidents per 100,000 Population</b>
1	Anguilla	31.25 (2007)	N.A.
2	Australia	6.81	6.15
3	Brazil	3.81	31.48
4	Canada	6.55	371.08
5	China	5.09	17.90
6	Denmark	5.48	75.49
7	France	6.82	115.49
8	Germany	5.07	379.59
9	India	10.83	36.58
10	Indonesia	8.69	27.38
11	Italy	7.04	357.69
12	Japan	4.52	577.52
13	Jordan	11.36	N.A.
14	Korea, Republic of	11.98	475.91
15	Kuwait	14.56	N.A.
16	Malaysia	24.56	N.A.
17	Niger	2.35	5.41
18	Philippines	1.21 (2008)	4.39 (2008)
19	Qatar	17.49 (2007)	N.A.
20	Russian Federation	18.39	143.53
21	South Africa	27.92	304.15 (2007)
22	United Kingdom	3.59	265.21
23	United States of America	11.01	504.16
<b>Note:</b> Injury accident refers to road accident resulting in at least one injury or death. * Data for 2009 or for the latest year available & reported in WRS 2011 and indicated in parentheses. Sources: 1. For India – Transport Research Wing, Ministry of Road Transport & Highways. 2. For Other Countries – WRS, 2011.			

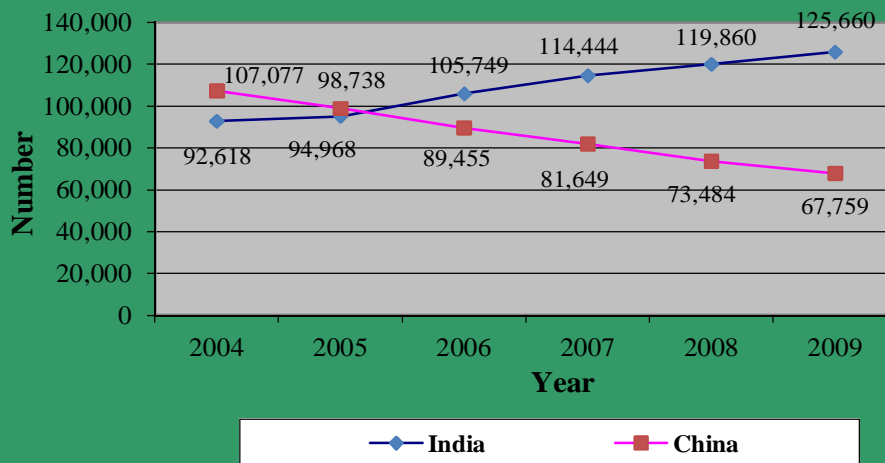
12.2 A comparative status of road accidents and persons killed in China and India is given in Table 12. Charts 24 and 25 clearly bring out that in China both road accidents and fatalities are on a downward slide, while in India both road accidents and the number of persons killed are steadily rising.

<b>Table 12: Trends in Road Accident Scenario: India and China (2004 to 2009)</b>				
<b>Year</b>	<b>No. of Road Accidents</b>		<b>No. of Persons Killed</b>	
	<b>India</b>	<b>China</b>	<b>India</b>	<b>China</b>
2004	429,910	517,889	92,618	107,077
2005	439,255	450,254	94,968	98,738
2006	460,920	378,781	105,749	89,455
2007	479,216	327,209	114,444	81,649
2008	484,704	265,204	119,860	73,484
2009	486,384	238,351	125,660	67,759
Sources: 1. For India – Transport Research Wing, Ministry of Road Transport & Highways. 2. For China – WRS, 2011.				

**Chart 24: Total Number of Road / Injury Accidents  
(India and China): 2004 to 2009**



**Chart 25: Total Number of Persons Killed in Road Accidents  
(India and China): 2004 to 2009**



### **13. Recent Road Safety Initiatives by the Government of India**

#### **Measures taken to minimize accidents**

13.1 The main thrust of accident prevention and control across the world has been on 4 Es, viz. (i) Education, (ii) Enforcement, (iii) Engineering and (iv) Environment and Emergency care of road accident victims. The Government of India has been focusing on all these four approaches in its policies and programmes and proposes to add two more Es i.e. Engineering (Vehicles) and Enactment with appropriate measures to strengthen the machinery both at Central, State and District level to look after road safety issues.

13.2 As per the deliberations in the 12<sup>th</sup> meeting of the National Road Safety Council (NRSC), held on 25<sup>th</sup> March 2011 the Ministry constituted five separate working groups on four E's of Road Safety viz. (i) Education (ii) Enforcement (iii) Engineering (roads as well as vehicles) and (iv) Emergency care to deliberate in detail and submit their recommendations on short term and long term measures to curb road accident in the country. NRSC in its 13<sup>th</sup> meeting held on 29<sup>th</sup> February 2012, deliberated on the recommendations of all the five working groups. A synthesis report containing all the major recommendations of five Working Groups has been hosted on the Ministry's website. Follow-up action on the recommendations of the Working Groups is in process. The Ministry intends to bring out a detailed policy document including action on road safety on the basis of recommendations of the reports of the Working Group on 4 Es.

#### **Steps taken by Central Government to improve road safety**

13.3 Road safety is a multi-sectoral and multi-dimensional issue requiring a multipronged approach at various levels. This Ministry has taken several steps to improve safety for road users, which are as under:

- i) The Government has already approved a National Road Safety Policy. This Policy outlines various policy measures such as promoting awareness, establishing road safety information data base, encouraging safer road infrastructure including application of intelligent transport, enforcement of safety laws, etc.
- ii) The Government has constituted National Road Safety Council as the apex body to take policy decisions in matters of road safety. The Ministry has requested all States/UTs for setting up of State Road Safety Councils and District Road Safety Committees.
- iii) The Ministry has adopted a multi pronged strategy to address the issue of road safety based on four Es of Road Safety viz. (i) Education (ii) Enforcement (iii) Engineering (roads as well as vehicles) and (iv) Emergency care.
- iv) Road safety has been made an integral part of road design at the planning stage.
- v) Road Safety Audit of selected stretches of National Highways/Expressways.
- vi) Establishment of driving training institutes.
- vii) Tightening of safety standards of vehicles like helmets, seat belts, power-steering, rear view mirror.
- viii) Publicity campaigns on road safety awareness.

## **Road Safety Framework for the Twelfth Five Year Plan:**

13.4 While formulating schemes and preparing for the requirement of funds for the Twelfth Five Year Plan in road transport sector, the recommendations of the following committees have been relied upon:

- i) Sundar committee
- ii) Global Plan for the Decade of Action for Road Safety by WHO
- iii) Working groups set up by the National Road Safety Council on 4Es i.e Education, Enforcement, Engineering (Roads and Vehicles) and Emergency care.
- iv) Sub-Groups constituted by Ministry of Road Transport & Highways (MORTH) on Road Transport for the formulation of Twelfth Five Year Plan on:
  - Passenger and Freight Traffic Assessment and Adequacy of Fleet and Data Collection and Use of IT in Transport Sector;
  - State Road Transport Undertakings;
  - Road Safety and HRD;
  - Policy Issues; and
  - Strengthening of Road Transport Division in the MORTH

13.5 While formulating schemes for the Road Transport Sector and working out requirement of funds for the Twelfth Five Year Plan, emphasis has been given for implementation of National Road Safety Policy on 6 Es (earlier 4 Es) i.e. education, enforcement, engineering (roads), engineering (vehicles), emergency care and enactment, strengthening of institutional mechanism and other important issues like:-

- Networking of ambulances, cranes, interceptors supported by a call centre with a toll free number operated on 24x7 basis.
- Thrust on research and development (R&D) through setting up of centres of excellence for road safety.
- Thrust on drivers' training institutes, inspection and certification centres, education and awareness, use of Intelligent Transport System (ITS), database on smart cards and computerization of legacy data about driving license (DL) and registration certificates (RC).
- Data collection and evaluation by replicating Tamil Nadu model for road accident data management system.
- Training for drivers (Induction and refresher), training of driving instructors, training of engineers on road safety, training in first aid, training of road safety auditors, training of traffic police personnel, transport officials, etc.
- Introduction of a new award/incentive scheme for the States in order to reduce road accident possibly on the lines of 'Nirmal Gram Puraskar' being constituted by Department of Drinking Water and Sanitation.
- Special incentive / award to road accident free districts. To address rural transportation and related aspects of road safety on state highways, other district roads, major district roads and rural roads and to make the government machinery more responsive on the issues of road safety. Workshops on regional level to be organized with all possible stake-holders.

- High accident spots/zones in the country to be identified and necessary actions like improving the road design and providing emergency medical care, deploying traffic marshals, providing latest equipments for road safety, creating round-the-clock call centres for medical assistance, identifying and training volunteers from the population living nearby these accidents prone spots to be done in a time-bound manner in 2012-13.
- The Ministry to have a targeted approach and monitor the impact of the measures taken for improving road safety scenario on terms of accidents and fatalities.
- Devising an objective testing procedure for issuing driving licences.
- It will be the Ministry's endeavour to make road safety a social movement in collaboration with schools, colleges and universities.

13.6 The proposed new schemes during Twelfth Five Year Plan are:

**(i) Training of Driving Training Instructors**

Through Institutes of Driving Training & Research (IDTRs) and Driving Training Institutes (DTIs), 5,000 driving training instructors are to be produced per annum. Qualified and certified trainers to be engaged in driving schools for imparting proper training to the drivers at induction level.

**(ii) Training of Engineers on Road Safety**

Every year, 500 civil engineers of clients, consultants and contractors to be trained on standard training modules on road safety engineering through IAHE.

**(iii) Training in first aid**

- Truck, bus drivers to be trained in basic first aid.
- All ambulance service personnel, toll booth operators and personnel to be trained in first aid and trauma care for spinal and head injuries.
- Training through recognized medical colleges.

**(iv) Training of road safety auditors**

Building of capacity for road safety auditing and training by developing standardized training course content based on reviewing the current courses being held by IRF, ARRB and CRRI.

**(v) Training of traffic police and officials of Enforcement Division of Transport Department**

- Standard modules to be prepared by MORTH for training of traffic police by the Ministry
- Traffic management and training to be imparted through State Police Academies.

**(vi) Motor Accident Claims Tribunal (MACT)**

State Governments empowered under the Motor Vehicles Act (MVA) to set up MACTs for adjudicating compensation claims. Ministry of Law and Justice has advised MORTH to make adequate budget provision for setting up MACTs.

**(vii) Research and Development**

Research projects/studies to be sponsored on road safety for planning new schemes and bringing improvement in the existing system through IIT, AIIMS, NITs, Universities, IIMs , CRRI, CIRT, etc.

**(viii) Centres of Excellence**

Six centres of excellence proposed to be set up to provide advance training in safety research to increase the knowledge base on road safety issues.

**(ix) Sponsoring the research projects**

M.Phil, Ph.D, Post Doctoral and Fellowship Programmes in road safety through these centres of excellence.

**(x) Institution of Awards to States/Districts**

Institution of Road Safety Awards to States and Districts with accident free/lowest accident record.

**(xi) Road Safety Fund**

- During the Twelfth Five Year Plan, MORTH will provide a one-time seed capital to each State depending upon vehicle population of a State/UT.
- 50 per cent of the amount collected by way of activities under MVA will be credited to this non-lapsable road safety fund, to be used for such area specific road safety activities as approved by State Road Safety Council and District Road Safety Committees.

13.7 Eight Committees have also been constituted by including stakeholders and experts in the relevant field for deliberating on policy issues emerging out of the recommendations of the various study groups. Based on the recommendations of these committees necessary policy changes will be instituted. The eight committees are:

- (i) Committee on accident data collection and analysis
- (ii) Committee on emergency care
- (iii) Committee on road safety engineering aspects
- (iv) Committee on hosting of national data base on homologation and type approvals
- (v) Committee on specific grants for research and participation in international committees
- (vi) Committee on improvements in the vehicle registration system
- (vii) Committee on compulsory third party insurance cover for all vehicles
- (viii) Committee on enforcement of MVA, 1988/CMVR 1989

These committees are expected to submit their recommendations by the middle of July 2012.

**National Road Safety Policy**

13.8 A Committee under the Chairmanship of Shri S. Sundar, Former Secretary (MoST) was constituted in the year 2005 to deliberate and make recommendations on creation of a dedicated body on road safety and traffic management. The Committee was also subsequently requested to



finalise a draft National Road Safety Policy for consideration of the Government. The Committee while submitting its report in February, 2007 inter alia, recommended a draft National Road Safety Policy.

13.9 The Union Cabinet, in its meeting held on 15.03.2010, approved the proposal of the Ministry to adopt the National Road Safety Policy. The National Road Safety Policy outlines the policy initiatives to be framed / taken by the Government at all levels to improve the road safety activities in the country. Broadly, it aims -

- To promote awareness about road safety issues.
- To establish a road safety information database.
- To ensure safer road infrastructure by way of designing safer roads, encouraging application of ITS, etc.
- To ensure fitment of safety features in the vehicles at the stage of designing, manufacture, usage, operation and maintenance.
- To strengthen the system of driver licensing and training to improve the competence of drivers.
- To take measures to ensure safety of vulnerable road users.
- To take appropriate measures for enforcement of safety laws.
- To ensure emergency medical attention for road accident victims.
- To encourage human resource development and R&D for road safety.
- To strengthen the enabling legal, institutional and financial environment for promoting road safety culture in the country.

#### **National Road Safety Council (NRSC)/State Road Safety Councils and District Committees**

13.10 NRSC is the apex body for road safety established under Section 215 of Motor Vehicles Act 1988. It is chaired by Minister (RT&H) and Ministers-in-charge of Road Transport of States/UTs, DG Police of all States and representatives from the Ministries/Departments such as Home Affairs, Human Resource Development, Railways, Industry, Petroleum & Natural Gas, Environment & Forests, Health & Family Welfare, etc. are official members. There are 25 non-official members.

13.11 Under section 215 of MVA 1988, a State Government by notification in official gazette can constitute a State Road Safety Council comprising a Chairman and such other members as the government considers necessary and on such terms and conditions that the government determines. Similarly, there is also a provision for District Road Safety Committee for each district.

13.12 The Ministry had requested all States/UTs on 18.02.2010 to set up State Road Safety Councils and District Road Safety Committees, if already not done and to hold their meetings regularly. The States/UTs were reminded on 19<sup>th</sup> July 2011. In response, Governments of Chhattisgarh, Haryana, Himachal Pradesh, J&K, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Meghalaya, Mizoram, Rajasthan, Tamil Nadu and Tripura have constituted their respective State Road Safety Councils and District Road Safety Committees.

### **Multi-Pronged Strategy to improve road safety: Steps envisaged**

13.13 The 13<sup>th</sup> meeting of NRSC, held on 29<sup>th</sup> February 2012, discussed the following measures to improve road safety:

- (i) identification of black spots and treatment thereof,
- (ii) setting up of State Road Safety Councils and District Road Safety Committees,
- (iii) setting up of road safety fund at State level including mechanism of diverting 50 per cent penalties collected towards traffic violations in this fund,
- (iv) replication of Tamil Nadu model for implementation of Road Accident Data Management System (RADMS),
- (v) action against over-loading, action against drunken driving and removal of liquor shops on NHs,
- (vi) enforcement of use of seat belt by four wheelers and use of ISI helmets by two wheelers,
- (vii) developing emergency medical services by having a 24X7 call centre with a dedicated common telephone number backed by ambulances,
- (viii) road accident crash investigation,
- (ix) conspicuity of non-transport vehicles during night time by fixing reflective tapes,
- (x) accreditation of IDTRs/DTIs for issuing of permanent driving licenses,
- (xi) compulsory training before issuance of permanent driving license for commercial vehicles,
- (xii) accreditation of fitness centres to provide objective fitness certificate by RTOs and developing their audit mechanism,
- (xiii) improvement of Vahan and Sarthi software for computerization of all RTOs including uploading of legacy data, improvement in the software for recording repeated traffic violations, detection of fraudulent driving licenses, etc.

All States were urged to give due priority to road safety and address the above issues in a time bound manner.

### **Amendments in Motor Vehicles Act, 1988**

13.14 The Motor Vehicles (Amendment) Bill, 2007 was introduced in the Rajya Sabha in May, 2007. The Bill was referred by Hon'ble Chairman, Rajya Sabha to the Parliamentary Standing Committee on Transport and Tourism.

13.15 The Committee heard various stake-holders and after in-depth examination endorsed the Bill with certain observations as well as suggestions. The report of the Committee was received in April, 2008. This Ministry considered and accepted most of the suggestions of the Committee.

13.16 The Rajya Sabha has passed the Motor Vehicles amendment Bill 2007 on 08.05.2012 and it now awaits the approval of Lok Sabha. It will be tabled in Lok Sabha during Monsoon Session 2012 for further consideration.

## **Identification of Black Spots and treatment thereof**

13.17 MORTH held a meeting on 13th January 2012 with Principal Secretaries (Transport)/Transport Commissioners and ADGs of Traffic of 13 States with the highest rate of accidents and fatalities (these States account for 90 per cent accidents and fatalities in the country) and reviewed the activities on Road Safety week, the Action Plan by the States for Road Safety for year 2012-13, enforcement of CMVR provisions, constitution and functioning of the State and District Road Safety Councils/Committees, State Road Safety Fund, Road Accident Database Monitoring Systems and their monitoring of the Road Safety activities, identification of black spots etc. All the 13 State Governments were requested to identify black spots and highlight the most serious ones along with the reasons for frequent accidents in those places for treatment as quickly as possible. State Governments were requested to identify the top 25 black spots and communicate to MORTH. MORTH/NHAI will sanction funds for treatment of the identified black spots in each state during the financial year 2012-13.

## **Setting up of Road Safety Fund at State level**

13.18 The States / UTs have been advised to set up road safety fund at state level by setting aside at least 50 per cent of the funds generated from fines on account of violation of traffic rules. This fund can be used by the states for various road safety activities in function and maintenance of equipment.

## **Replication of Tamil Nadu Model for implementation of Road Accident Data Management Systems (RADMS)**

13.19 Tamil Nadu was the first state in India to announce a Road Safety Policy in April 2007. This was followed by a Road Safety Action Plan. In 2009, as a part of the Action Plan, it developed an easy-to-use software known as the Road Accident Data Management System (RADMS) that records the details of each accident that occurs in the state. The GIS-based system geographically maps accidents, identifies accident-prone spots and displays crash types and other related information at the click of a mouse. The district-wise data that is generated on an hourly, daily, monthly and yearly basis has been helping the Police, Transport and Highway authorities analyze the 'how', 'where' and 'why' of road accidents, enabling them to plan and implement appropriate remedial measures. The system has been deployed at all the 1,400 police stations of the State and personnel at each station have been trained in its use. Nearly 3,000 accident-prone spots have been identified. The Ministry has requested all States/UTs to replicate the Tamil Nadu Model of setting up of road safety fund. The Ministry is in the process of developing suitable software for this purpose in collaboration with NIC.

## **Improvement of Vahan and Sarathi Schemes of the Ministry with provisions for completion of computerization of all the remaining RTOs, including uploading of legacy data**

### **13.20 Establishment of National Register and launch of National Transport Portal**

In order to harness the benefits of Information Technology in the Road Transport Sector and to ensure uniformity and inter-operability throughout the country, the Central Government has

made provisions in the Central Motor Vehicles Rules, 1989 for issuance of Smart Card based Driving Licence (DL) and Registration Certificate (RC). MORTH has also developed standardized software, Vahan (for registration certificate) and Sarathi (for driving license) in consultation with National Informatics Centre (NIC) and made it available to all the States free of cost. The software covers both back-end automation of R.T.Os and front-end computerisation to enable issuance of Driving Licence and Registration Certificates in smart card mode. Vahan and Sarathi are conceptualized to capture the functionalities as mandated by Central Motor Vehicle Act, 1988 as well as State motor vehicle Rules with customization in the core product to suit the requirements of all the States and UTs. Vahan and Sarathi have been successfully customized and implemented in 33 States/UTs. SCOSTA (Smart Card Operating System for Transport Application) based smart cards for Registration Certificate & Driving Licence are being issued by 18 States/U.Ts.

13.21 As part of the National e-Governance Programme, MORTH had taken up a Mission Mode Project which aims at-

- Computerization of all the RTOs/DTOs across the country
- Inter-connectivity to all the RTOs/DTOs
- Establish State and National Register of motor vehicles.

13.22 The State Register will act as a repository at the state level providing information to State Transport department, RTO, automobile dealers, police department and other Government departments to facilitate Citizen Services. State Register has been established in all 35 States/UTs. In 904 RTOs data have been replicated to State Register. On 20th July, 2011, Hon'ble Minister, Road Transport & Highways launched the "National Register" and "National Transport Portal". He also unveiled the SCOSTA compliant unified visual design of smart card based DLs/RCs. National Register has been established at NIC Data Centre, Hyderabad. The architecture of National Register has been designed for high availability, reliability and scalability. National Register will also act as a database backup for State Register. National Register is connected through high availability NIC Network (NICNET) bandwidth. This supports the real time data replication from State Register to National Register. National Transport Portal has been designed and developed by National Informatics Centre (NIC). National Transport Portal aims to deliver G2G, G2C, G2B services related to Vehicle Registration and Driving License from National Register.

13.23 The National Register and National Transport Portal, which was launched on 20<sup>th</sup> July 2011, has enabled the Government to provide various benefits to all stakeholders such as:

- Improved quality of services
- Improved law abidance
- Reduced turn-around time of various G2G, G2C, G2B services
- Anytime Anywhere basis services viz.
- One Time document submission
- Availability of hassle free services
- Availability of MIS for decision making
- Quick and easy availability of vehicle and DL information to law enforcement agencies viz. Police Department, SCRB/NCRB, etc.
- Quick and easy availability of information to other government departments

- Quick and easy tracking of stolen vehicles
- Easy detection of malpractices
- Quick and easy verification of documents at inter-state check-post.
- Real time authentication of documents by enforcement agencies
- Quick and easy availability of information related to tax due date, fitness due date, DLs/RCs renewal due date, etc.
- Sharing of relevant information with insurance companies, banks, etc.

13.24 The Ministry at present is addressing certain issues such as access control mechanism and fees for informative services for other government departments, viz. Police, SCRB/NRCB, NIA/NATGRID, etc., for Citizen and for other business entities viz. insurance companies/bankers/Vehicle Manufacturers.

### **Ongoing Schemes of the Ministry to Improve Road Safety**

#### **Refresher Training for Heavy Vehicle Drivers**

13.25 This Ministry has a scheme titled “Two days refresher training to heavy motor vehicle drivers in unorganized sector” to inculcate safe driving habits and to acquaint the drivers with the rules on roads. As against 15,740 drivers trained during Ninth Five year Plan, 1,92,218 drivers have been trained during the Tenth Five year plan. The Ministry intends to train around 1,00,000 drivers during the financial year i.e. 2012-13 through SIAM, AIMTC, Automobile Association of Upper India; Krishna District Lorry Association, Vijayawada, IDTR, Sarai Kale Khan, New Delhi; Training Institute on Driving and Research Bellary, Karnataka and DTI at Nagaland. The Ministry also intends to issue an advisory to the states to make refresher training compulsory before renewal of licences for heavy commercial vehicles.

#### **Setting up of Institutes of Driving Training & Research**

13.26 The Ministry has felt the need for developing institutional mechanism to provide training to trainers to impart quality training to the drivers, as nearly 78 per cent of all road accident are cause due to drivers’ fault. A scheme for setting up of model driving training institute has been formulated by the Ministry. In the Eleventh Five Year Plan, sanction has already been accorded by the Ministry for setting up IDTR in Himachal Pradesh, Madhya Pradesh, Rajasthan, Maharashtra, Gujarat, Haryana, Tamil Nadu, Bihar and Tripura.

13.27 The Ministry intends that the IDTR should serve as a “Mother” institute with a cluster of small institutes in the surrounding districts /areas. The Central Government will sanction and finance one mother/ model institute for each State and UT. However, one such institute cannot cater to all the drivers in State/UTs. State Governments are expected to sanction / finance the cluster Institute by presenting the model institute as a business model for replication in the private sector.

### **National Highway Accident Relief Service Scheme (NHARSS):**

13.28 The scheme entails providing cranes and ambulances to States/ UTs/NGOs for relief and rescue measures in the aftermath of accidents by way of evacuating road accident victims to the nearest medical aid centre and for clearing the accident site. So far, 347 ten ton cranes and 106 small/medium size cranes have been provided under the scheme. 509 ambulances have been provided to States/UTs/NGOs under the scheme.

13.29 Further, MORTH will provide 140 advanced life support ambulances to 140 identified hospitals to be upgraded under the Ministry of Health and Family Welfare's Scheme 'establishment of an integrated network of Trauma Centers' along the Golden Quadrilateral, North-South and East-West Corridors of the National Highways by upgrading the trauma care facilities in 140 identified State Government hospitals. 70 ambulances have already been provided. A proposal for procuring 70 ambulances during the year 2012-13 is under process.

13.30 NHARSS linkage with trauma centres along with deepening the usage of existing ambulances under the NHARSS through dedicated 24x7 call centres linking up with ambulances is contemplated. States such as Gujarat, Andhra Pradesh, Tamil Nadu, etc. have put in place this system. A pilot project is being started on national highways around Pune.

13.31 Existing ambulances are meant for basic transportation. A "National Ambulance Code" which specifies minimum national specification for advanced and basic life support ambulance systems, patient transport ambulance, crash rescue vehicles, dispatch centres, command and control centres is also being developed at the Ministry.

### **Road Safety Equipment**

13.32 The Ministry has a scheme under which road safety equipment are provided to States/ UTs for enforcement and implementation of various rules and regulations relating to road safety. Under this scheme so far, 24 interceptors have been sanctioned for the purpose of detection of violation of rules by the road users such as over-speeding, drunken driving, lane – jumping, dangerous driving, etc. Presently, the Ministry is in the process of finalizing specifications of road safety equipment for taking procurement action.

### **Publicity Measures and Awareness Campaign on Road Safety**

13.33 With a view to spread road safety awareness among the general public, the Government has been undertaking various publicity measures in the form of telecasting/broadcasting of T.V. spots/Radio jingles, display of cinema slides, hoardings, organizing Road Safety Week, seminars, exhibitions, all India essay competition on road safety, printing of handbills/stickers, posters, etc., containing road safety messages for various segments of road users viz. pedestrians, cyclists, school children, heavy vehicle drivers, etc. , painting on road railings on themes of road safety, road safety games, calendars depicting road safety messages, etc. The publicity campaign is being carried out through DAVP, Doordarshan, All India Radio and newspapers during the current financial year. During the year 2011-12, for the first time an internet and SMS campaign was also launched through popular websites. In the year 2012-13 publicity measures are planned

to be taken up more vigorously with the help of a professional communication strategist. It will be the Ministry's efforts to make road safety a social movement.

#### **13.34 Setting up Model Inspection and Certification Centres for Vehicles**

- The fitness tests of motor vehicles, being carried out presently are visual, completely non-mechanised and nothing but subjective evaluation by the inspecting officer.
- In order to have an effective system, for inspection and certification of motor vehicles from safety and emission angles, the Ministry intends to put in place a suitably designed system throughout the country for rigorous inspection of motor vehicles and to remove the defects before they are allowed to ply on road.
- A model of automated Inspection & Certification (I&C) Centre was designed and a scheme for setting up of one such Centre in 10 States on a pilot basis was approved. Nine model I &C Centres have already been sanctioned and some of these are already at various stages of implementation.

#### **Road Safety Activities undertaken during the Financial Year 2011-12**

- The Ministry gave the slogan "Accidents bring tears, Safety brings Cheers" for the year.
- A National Road Safety Week was observed throughout the Country during January 1<sup>st</sup> to 7<sup>th</sup>, 2012 by involving all stakeholders.
- Media campaign was launched by the Ministry through the entire Doordarshan network including the Regional Centres and Regional channels, All India Radio, Vividh Bharati and all Regional stations, 35 Private TV Channels, Private FM radio stations throughout the country and in leading newspapers throughout the country with special emphasis on the Road Safety.
- Road Safety material was despatched in December 2011 consisting of children's activity books (for two age groups), road signage and posters in regional languages to 10,000 schools across the country in order to raise awareness on road safety. Calendars with Road Safety messages were distributed.
- All State Govts/ UTs and NHAI organised events for the Road Safety Week along with the stakeholders in their respective States such as SIAM, SRTUs, IRF, AIMTC, FIAA, WIAA, Tyre Manufacturers and Auto Spare Parts Manufacturers.
- Valedictory Function to commemorate successful observance of the 23<sup>rd</sup> Road Safety Week was held on Lal Chowk in Pragati Maidan on 9.12.2011 in association with SIAM and other stakeholders like AIMTC, AITWA, FIAA and IRF.
- For the first time, road safety campaign through online media i.e. Internet and SMS was carried out during 2011-12.
- Complete computerisation of records of RTOs and issuance of driving license, RC and other documents on smart card through central assistance is being carried out. Approximately 95% of the work is complete linking most of the RTOs at the state level and linking of all state level records at the national level for national data base. Development of citizen friendly system - Vahan and Sarathi has already been already launched on 20<sup>th</sup> July 2011.
- A series of seminars/workshops across the country have been planned to sensitize all stakeholders and to work in an integrated manner. The first National Workshop on road safety was held at New Delhi on 03.04.2012. The theme was "improving the safety of most vulnerable road users".

### **Initiatives of NHAI for Road Safety Activities**

- Safety Measures are in-built in the projects during Design, Construction and O&M.
- State-of-the-Art Advanced Traffic Management System (ATMS) consisting of emergency call boxes, variable messages signs, CCTVs, traffic counters cum classifiers, etc. has been provided/ being provided on selected sections mostly under NHDP Phase V.
- Comprehensive Road Safety Manual has been prepared and hosted on NHAI website.

### **Road Safety Audit**

#### **13.35 Safety Audit Completed**

- Safety Audit for 12 World Bank Projects of Lucknow-Muzaffarpur National Highway Project (LMNHP) of length 483 was completed in April 2010. Reports have been sent to projects sites for implementation.
- Safety Audit of Western and Southern corridors of in a length of 2,825 km was completed in the Year 2005.
- Implementation of road safety audit (RSA) report will also be taken up vigorously.
- Recommendations by the consultants:
  - (i) Short term solutions – Inadequate provision of stopping site distance, signage, shoulder width, delineators, pedestrian railing, crash barrier, cats eye, edge marking, chevron marking, lane marking, etc.
  - (ii) Medium term solutions – Improvement of junctions, inadequate bus/ truck lay bye, culvert parapet, lack of visibility at night, safety measures for pedestrians, rest areas, culvert protection in median, shoulder consolidation, etc.
  - (iii) Long term solutions – Construction of service road, grade separator intersection, pedestrian and two/three wheelers underpasses, flyovers, climbing lane for heavy vehicles at steep gradient.
- Short term and medium term solutions are being implemented through O&M contracts.
- Long term solutions will be taken care during six laning of the Golden Quadrilateral (GQ) and for other Highways through separate contracts.
- In the proposed six laning of the GQ which is partially access controlled the provision of service road, flyover, pedestrian and vehicular underpasses, pedestrian foot over bridge, truck lay bye, bus lay bye, ATMS, etc. are being made.
- IIT Delhi engaged as safety auditor for Lucknow to Muzaffarpur National Highway Project (PLMNHP) formulated guidelines on Work Zone Safety which has been approved by NHAI for implementation.

#### **Safety audit in progress / recently awarded.**

- Safety Consultants Appointed for PPP Projects (DBFO) and Audit commenced 544 km. on following Sections:
  - Gurgaon-Jaipur, (226km):
  - Surat-Danisar, (239km):
  - Chikaluripet –Vijaywada (79km)



- Safety consultancy was recently awarded for 53 (DBFO) projects of total length 4820 km, costing Rs 65 crore all over the country

### **Road Safety Public Education**

13.36 Road Safety Public Education on all four arms (Delhi-Mumbai, Mumbai-Chennai, Delhi-Kolkata, and Chennai-Kolkata) of GQ as part of the World Bank loan was conducted by the consultants/NGOs in the year 2008 to enhance road safety awareness among drivers and other road users. This study was designed to reduce the risk of accidents through raising the awareness among inhabitants and road users of National Highways.

### **Current Initiatives for Public Education**

13.37 As part of public education it has been decided that Media Public Education Campaign will be done on 3,039 km stretches as a part of Consultancy for selection of Media Agency to design and implement publicity campaign for Road Safety and HIV AIDS.

13.38 The goal of this service is to reduce the risk of traffic accidents in the project area through raising the awareness among local residents and the users of National Highways Network of Accidents are to be prevented before, during and after upgrading the National Highways.

### **Route Patrol on National Highways**

13.39 The O&M contractor is required to provide round the clock route patrols to assist the road users of the highway, to provide information, feed back and perform functions in relations to incident management. One patrol vehicle covers about 50 km of Highway stretch. The purpose of route patrol is to:

- Provide the users of the highway with basic mechanical help for vehicles that break down on the National Highway Section.
- Immediately identify traffic hazards of whatever nature, such as unauthorised parking, public transport vehicles obstructing traffic during passenger loading and unloading, debris, stray animals and the like. The Contractor shall take the necessary measures to remove such obstructions.
- Provide road user information and to further the image of the National Highway Section.
- Observe, record and report suspect aspects of the highway, hazards and incidental damage caused by vehicles, floods, storms, or other random events.

### **Ambulances**

13.40 NHAI through concessionaire is providing well equipped Ambulance with requisite Para-medical staff and necessary medical equipment at average 50 km of completed stretch under O&M contract to provide immediate help to accident victims and to take them to the nearest Trauma care centre/ hospital.

13.41 At present, there are 223 ambulances functioning on various completed Highways under public/private funded sections.

### **Traffic and medical aid posts**

13.42 All PPP projects being awarded under the new model concession agreement has a provision for setting up traffic police posts and medical aid posts at the location of each toll plaza. The medical aid posts will have round the clock ambulance service.

13.43 The police/medical aid posts will be made operational in each case on commencement of commercial operations.

### **Cranes**

13.44 NHAI is providing 15 MT crane on completed stretch of National Highways through O&M contractor. As per the contract, a crane is required to reach the incident spot within 30 minutes of the occurrence of an incident. There is also a provision of 25/30 MT crane on need basis. 198 tow away crane and route 229 Route Patrol have been provided by NHAI.

### **Wayside Amenities**

13.45 NHAI has proposed to develop comprehensive wayside amenities with approximate area of about 20,000 Sqm (2 Ha.) on a land to be given on lease to the entrepreneur on the completed four/six laned sections at every 50 Kms (alternatively). The wayside amenities would include parking lots, snack bar/restaurant, toilets, rest rooms for short stay, first aid, telephone booths, petrol pump/minor repair shops (optional), kiosks for sale of miscellaneous/sundry items, landscaping and space for spreading awareness about various Government welfare programme.

13.46 The structured Wayside Amenities of NHAI shall help Road users and enhance road safety in the following ways:

- (a) Un-authorized parking of vehicles near unapproved eating joints /dhabas will reduce.
- (b) Drivers will have quality rest and will be relieved from fatigue.

### **Present Status**

13.47 NHAI has signed lease agreement for eleven locations for establishing, operating and maintaining Wayside Amenities with various entrepreneurs and out of which 4 are functional.

13.48 NHAI also appointed M/s STUP Consultants P. Ltd. to carry out Consultancy Services for identifying more Potential Sites along East West Corridor between Porbandar to Lucknow and North – South Corridor between Kanyakumari to Hyderabad to develop Wayside Amenities to facilitate the Road Users.

## **Call Centre**

(i) Recognizing the importance of improving safe travel along National Highways as these roads are marked by high speed and high volume traffic with maximum number of fatal and injury accidents and timely treatment of the injured will save many lives. Also, reporting of information like obstruction of highways due to falling of tree, dharnas, flat tyres, bad road condition, etc., will help NHAI in taking preventive measures and improve maintenance of road and facilitate to serve the road users.

(ii) A single 4 digit Toll Free Universal Access Number (UAN) will be provided to the distressed road users for reporting Road Accidents and other issues related to National Highways. On receiving calls from the road users, the Call Centre Agents alert the staff of Control Centres of respecting sections who in turn will provide necessary help to distressed users using Ambulance, Patrol Vehicle, and Crane etc. depending on the need.

(iii) Bids were invited for provisioning of region-wise Call Centre catering to different regional languages. The Call Centres were proposed to be set up in backward districts/tribal areas of the country so that by establishing such call centres in those areas, a social development purpose would also be served. However, due to poor response from the bidders in two attempts, the tender process was cancelled. It was felt necessary to review the tender document with reference to the scope of services including location of Call Centres and it was decided to engage Consultant. Bids for appointing Consultants have already been processed and LOA issued on 22.12.2011.

## **Incident Management Services**

No. of Ambulances in place	223
No. of Tow away cranes	198
No. of Route Patrol vehicles	229

## **Wayside Amenities**

Total locations identified on GQ & NS/EW	71
Sites allotted to various agencies	11
Amenities completed & functional	06
Land acquisition/bidding process on	60

**Road Accidents, Persons Killed and Injured: 1970-2011**

Year	Total Number of Road Accidents (in numbers)	Total Number of Persons Killed (in numbers)	Total Number of Persons Injured (in numbers)	Population of India (in thousands)	Total Number of Registered Motor Vehicles (in thousands)	Road Length (in kms)	Number of Accidents per Lakh Population	Number of Accidents per Ten Thousand Vehicles	Number of Accidents per Ten Thousand Kms of Roads	Number of Persons Killed Per Lakh Population	Number of Persons Killed Per Ten Thousand Vehicles	Number of Persons Killed per Ten Thousand Kms of Roads	Number of Persons Injured per Lakh Population	Number of Persons Injured Per Ten Thousand Vehicles	Number of Persons Injured Per Ten Thousand Kms of Roads
1	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1970	114,100	14,500	70,100	539,000	1,401	1,188,728	21.2	814.4	959.8	2.7	103.5	122.0	13.0	500.4	589.7
1980	153,200	24,000	109,100	673,000	4,521	1,491,873	22.8	338.9	1,026.9	3.6	53.1	160.9	16.2	241.3	731.3
1990	282,600	54,100	244,100	835,000	19,152	1,983,867	33.8	147.6	1,424.5	6.5	28.2	272.7	29.2	127.5	1,230.4
2000	391,449	78,911	399,265	1,014,825	48,857	3,325,765	38.6	80.1	1,177.0	7.8	16.2	237.3	39.3	81.7	1,200.5
2001	405,637	80,888	405,216	1,028,610	54,991	3,373,520	39.4	73.8	1,202.4	7.9	14.7	239.8	39.4	73.7	1,201.2
2002	407,497	84,674	408,711	1,045,547	58,924	3,426,603	39.0	69.2	1,189.2	8.1	14.4	247.1	39.1	69.4	1,192.8
2003	406,726	85,998	435,122	1,062,388	67,007	3,528,654	38.3	60.7	1,152.6	8.1	12.8	243.7	41.0	64.9	1,233.1
2004	429,910	92,618	464,521	1,079,117	72,718	3,621,507	39.8	59.1	1,187.1	8.6	12.7	255.7	43.0	63.9	1,282.7
2005	439,255	94,968	465,282	1,095,722	81,502	3,809,156	40.1	53.9	1,153.2	8.7	11.7	249.3	42.5	57.1	1,221.5
2006	460,920	105,749	496,481	1,112,186	89,618	3,880,651	41.4	51.4	1,187.7	9.5	11.8	272.5	44.6	55.4	1,279.4
2007	479,216	114,444	513,340	1,128,521	96,707	4,016,401	42.5	49.6	1,193.1	10.1	11.8	284.9	45.5	53.1	1,278.1
2008	484,704	119,860	523,193	1,144,734	105,353	4,109,592	42.3	46.0	1,179.4	10.5	11.4	291.7	45.7	49.7	1,273.1
2009	486,384	125,660	515,458	1,160,813	114,951	4,471,510 *	41.9	42.3	1,087.7	10.8	10.9	281.0	44.4	44.8	1,152.8
2010	499,628	134,513	527,512	1,176,742	127,746 *	4,582,439 *	42.5	39.1	1,090.3	11.4	10.5	293.5	44.8	41.3	1,151.2
2011	497,686	142,485	511,394	1,210,193	141,866 *	4,690,342 *	41.1	35.1	1,061.1	11.8	10.0	303.8	42.3	36.0	1,090.3

Sources: 1. Accidents - State Police Authorities

2. Population - Registrar General of India

3. Road Length - Basic Road Statistics (M/o Road Transport &amp; Highways)

4. Vehicles - Road Transport Year Book (M/o Road Transport &amp; Highways)

\*: Figures for roads for 2009 to 2011 and those for motor vehicles for 2010 and 2011 are under compilation. Figures for roads for 2009 to 2011 and those for motor vehicles for 2010 and 2011 shown here are provisional.

Note: Road length is inclusive of all roads constructed under Pradhan Mantri Gram Sadak Yojana and the erstwhile Jawahar Rozgar Yojana.

## Total Number of Road Accidents in India: 2008 to 2011

Sl. No.	States/UTs	State/UT-Wise Total Number of Road Accidents during				Share of States/UTs in Total Number of Road Accidents				Total Number of Accidents Per Lakh Population				Total Number of Road Accidents per 10,000 Vehicles				Total Number of Road Accidents per 10,000 Km of Roads*			
		2008	2009	2010	2011 (P)	2008	2009	2010	2011 (P)	2008	2009	2010	2011 (P)	2008	2009	2010(P)	2011(P)	2008	2009(P)	2010(P)	2011(P)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1	Andhra Pradesh	42,657	43,600	44,599	44,165	8.8	9.0	8.9	8.9	51.8	52.4	53.1	52.2	59.2	54.1	50.0	43.3	1,955.2	1,877.0	1,892.4	1,855.7
2	Arunachal Pradesh	280	306	293	263	0.1	0.1	0.1	0.1	23.4	25.2	23.9	19.0	126.7	138.5	132.6	18.2	169.8	150.1	138.7	122.0
3	Assam	4,683	4,869	5,828	6,569	1.0	1.0	1.2	1.3	15.9	16.3	19.3	21.1	41.9	39.4	42.1	41.5	203.3	205.5	243.4	271.7
4	Bihar	8,991	10,065	11,033	10,673	1.9	2.1	2.2	2.1	9.6	10.6	11.4	10.3	51.7	51.4	46.8	39.9	748.5	809.3	861.7	817.0
5	Chhattisgarh	12,945	12,888	13,664	14,108	2.7	2.6	2.7	2.8	55.6	54.6	57.1	55.2	67.1	61.0	56.1	51.0	1,739.1	1,469.0	1,493.7	1,501.4
6	Goa	4,178	4,165	4,572	4,560	0.9	0.9	0.9	0.9	261.8	251.7	266.7	312.8	67.0	61.8	62.9	57.7	3,953.1	4,087.4	4,415.0	4,291.2
7	Gujarat	33,671	31,034	30,114	30,205	6.9	6.4	6.0	6.1	59.5	54.0	51.7	50.0	32.7	28.2	25.4	23.2	2,296.3	2,021.5	1,935.2	1,933.9
8	Haryana	11,596	11,915	11,195	11,128	2.4	2.4	2.2	2.2	48.0	48.4	44.7	43.9	29.2	26.9	23.4	20.7	3,901.0	3,306.8	3,003.3	2,666.7
9	Himachal Pradesh	2,756	3,051	3,069	3,099	0.6	0.6	0.6	0.6	41.8	45.8	45.6	45.2	74.3	61.7	57.0	49.8	759.3	686.1	656.7	646.1
10	Jammu & Kashmir	5,326	5,945	6,134	6,655	1.1	1.2	1.2	1.3	47.3	52.1	53.0	53.0	85.9	89.1	83.0	71.8	2,385.9	2,418.5	2,380.3	2,466.7
11	Jharkhand	4,985	4,996	5,521	5,451	1.0	1.0	1.1	1.1	16.5	16.3	17.8	16.5	27.0	24.5	20.0	17.5	2,843.5	2,405.2	2,475.5	2,280.5
12	Karnataka	46,279	45,190	46,250	44,731	9.5	9.3	9.3	9.0	80.4	77.7	78.7	73.2	74.4	65.0	51.1	45.0	1,811.6	1,643.9	1,650.9	1,587.5
13	Kerala	37,263	35,433	35,082	35,216	7.7	7.3	7.0	7.1	110.2	104.0	102.2	105.5	84.1	72.9	65.0	58.0	1,819.9	3,048.5	2,920.8	2,601.3
14	Madhya Pradesh	43,852	47,267	50,023	49,406	9.0	9.7	10.0	9.9	63.8	67.6	70.4	68.1	79.4	78.6	75.9	67.2	2,645.8	2,542.6	2,634.0	2,504.2
15	Maharashtra	75,527	71,996	71,289	68,438	15.6	14.8	14.3	13.8	70.0	65.7	64.2	60.9	56.6	49.8	45.2	39.3	3,382.0	1,802.5	1,753.0	1,667.1
16	Manipur	573	578	602	692	0.1	0.1	0.1	0.1	24.2	24.2	24.9	25.4	38.9	39.2	31.0	33.5	347.2	326.1	323.6	361.7
17	Meghalaya	294	398	474	599	0.1	0.1	0.1	0.1	11.6	15.5	18.3	20.2	23.0	28.1	30.0	34.1	298.8	361.2	405.1	499.8
18	Mizoram	110	86	125	97	0.02	0.02	0.03	0.0	11.3	8.8	12.6	8.9	16.9	12.3	15.5	10.5	178.6	111.1	143.2	98.9
19	Nagaland	76	63	35	39	0.02	0.01	0.01	0.0	3.5	2.9	1.6	2.0	3.4	2.6	1.4	1.4	34.1	19.3	10.5	11.4
20	Odisha	8,181	8,887	9,413	9,398	1.7	1.8	1.9	1.9	20.6	22.2	23.3	22.4	34.5	34.1	32.1	28.2	379.8	387.9	403.3	363.3
21	Punjab	5,115	5,570	5,507	6,513	1.1	1.1	1.1	1.3	19.1	20.6	20.1	23.5	11.2	11.5	10.4	12.3	1,132.2	714.9	672.4	773.6
22	Rajasthan	23,704	25,114	24,302	23,245	4.9	5.2	4.9	4.7	36.7	38.3	36.4	33.9	40.2	38.7	33.9	29.1	1,382.3	1,154.4	1,088.3	963.3
23	Sikkim	196	564	186	406	0.04	0.1	0.04	0.1	33.2	94.3	30.7	66.8	75.3	197.5	55.3	104.7	1,046.4	1,343.1	420.8	876.8
24	Tamil Nadu	60,409	60,794	64,996	65,873	12.5	12.5	13.0	13.2	91.4	91.3	97.0	91.3	50.6	47.2	46.2	42.1	3,333.6	3,233.1	3,419.9	3,424.8
25	Tripura	767	865	901	834	0.2	0.2	0.2	0.2	22.0	24.5	25.2	22.7	58.6	60.1	56.3	44.4	241.7	264.0	270.3	301.9
26	Uttarakhand	1,417	1,401	1,493	1,508	0.3	0.3	0.3	0.3	14.9	14.5	15.2	14.9	19.4	17.8	18.0	15.1	345.3	316.0	318.8	306.0
27	Uttar Pradesh	25,684	28,155	28,362	29,285	5.3	5.8	5.7	5.9	13.5	14.5	14.4	14.7	26.1	26.1	23.7	22.0	902.2	855.6	754.0	750.6
28	West Bengal	12,206	11,134	14,888	14,945	2.5	2.3	3.0	3.0	14.0	12.7	16.8	16.4	44.2	36.6	54.2	45.8	576.4	383.7	510.2	499.5
29	Andaman & Nicobar Islands	191	271	285	234	0.04	0.1	0.1	0.0	42.5	58.3	59.4	61.6	35.8	45.4	46.1	33.9	1,468.1	2,089.4	2,188.4	2,123.4
30	Chandigarh	482	424	456	437	0.1	0.1	0.1	0.1	39.3	32.7	33.3	41.4	6.8	5.7	4.8	4.3	2,275.7	1,887.7	2,013.7	1,912.9
31	Dadra & Nagar Haveli	116	79	96	103	0.02	0.02	0.02	0.0	38.8	24.8	28.5	30.0	20.2	12.5	13.9	13.5	1,835.4	1,042.5	1,219.8	1,274.4
32	Daman & Diu	50	63	48	50	0.01	0.01	0.01	0.0	21.0	25.4	18.5	20.6	7.4	9.0	6.6	6.4	2,232.1	2,750.2	2,098.2	2,108.3
33	Delhi	8,435	7,516	7,260	7,281	1.7	1.5	1.5	1.5	49.7	43.1	40.5	43.5	14.3	11.9	10.8	10.1	2,853.6	2,540.1	2,450.4	2,455.8
34	Lakshadweep	12	4	4	0	0.0	0.0	0.0	0.0	16.2	5.3	5.3	0.0	16.6	5.5	5.1	0.0	697.7	227.7	219.3	0.0
35	Puducherry	1,697	1,698	1,529	1,480	0.4	0.3	0.3	0.3	140.9	134.0	114.9	118.9	35.1	31.5	25.5	22.0	6,294.5	6,260.6	5,607.7	5,401.3
Total		484,704	486,384	499,628	497,686	100.0	100.0	100.0	100.0	42.3	41.9	42.5	41.1	46.0	42.3	39.1	35.1	1,590.3	1,394.8	1,387.3	1,338.6

(P) : Provisional

\* State/UT-wise break-up of road length excludes roads constructed under Pradhan Mantri Gram Sadak Yojana and the erstwhile Jawahar Rozgar Yojana for 2008.

For 2009, 2010 and 2011, the State/UT-wise break-up of road length excludes road length constructed under the erstwhile Jawahar Rozgar Yojana.

**Total Number of Persons Killed in Road Accidents in India: 2008 to 2011**

Sl. No.	States/UTs	State/UT-Wise Total Number of Persons Killed in Road Accidents during				Share of States/UTs in Total Number of Persons Killed in Road Accidents: 2008 to 2011				Total Number of Persons Killed in Road Accidents Per Lakh Population				Total Number of Persons Killed in Road Accidents per 10,000 Vehicles				Total Number of Persons Killed in Road Accidents per 10,000 Km of Roads*			
		2008	2009	2010	2011 (P)	2008	2009	2010	2011 (P)	2008	2009	2010	2011 (P)	2008	2009	2010(P)	2011(P)	2008	2009(P)	2010(P)	2011(P)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1	Andhra Pradesh	13,812	14,770	15,684	15,165	11.5	11.8	11.7	10.6	16.8	17.8	18.7	17.9	19.2	18.3	17.6	14.9	633.1	635.9	665.5	637.2
2	Arunachal Pradesh	134	158	148	126	0.1	0.1	0.1	0.1	11.2	13.0	12.1	9.1	60.6	71.5	67.0	8.7	81.2	77.5	70.1	58.5
3	Assam	1,807	1,991	2,256	2,342	1.5	1.6	1.7	1.6	6.1	6.7	7.5	7.5	16.2	16.1	16.3	14.8	78.5	84.0	94.2	96.9
4	Bihar	3,940	4,390	5,137	5,090	3.3	3.5	3.8	3.6	4.2	4.6	5.3	4.9	22.7	22.4	21.8	19.0	328.0	353.0	401.2	389.6
5	Chhattisgarh	2,966	2,865	2,956	2,983	2.5	2.3	2.2	2.1	12.7	12.1	12.4	11.7	15.4	13.6	12.1	10.8	398.5	326.6	323.1	317.5
6	Goa	318	321	327	333	0.3	0.3	0.2	0.2	19.9	19.4	19.1	22.8	5.1	4.8	4.5	4.2	300.9	315.0	315.8	313.4
7	Gujarat	7,070	6,983	7,506	8,008	5.9	5.6	5.6	5.6	12.5	12.2	12.9	13.3	6.9	6.3	6.3	6.2	482.2	454.9	482.3	512.7
8	Haryana	4,494	4,603	4,719	4,762	3.7	3.7	3.5	3.3	18.6	18.7	18.9	18.8	11.3	10.4	9.8	8.9	1,511.8	1,277.5	1,266.0	1,141.2
9	Himachal Pradesh	848	1,140	1,102	1,072	0.7	0.9	0.8	0.8	12.9	17.1	16.4	15.6	22.9	23.1	20.5	17.2	233.6	256.4	235.8	223.5
10	Jammu & Kashmir	950	1,100	1,045	1,116	0.8	0.9	0.8	0.8	8.4	9.6	9.0	8.9	15.3	16.5	14.1	12.0	425.6	447.5	405.5	413.6
11	Jharkhand	1,979	2,170	2,540	2,572	1.7	1.7	1.9	1.8	6.6	7.1	8.2	7.8	10.7	10.6	9.2	8.3	1,128.9	1,044.7	1,138.9	1,076.0
12	Karnataka	8,814	8,714	9,590	8,971	7.4	6.9	7.1	6.3	15.3	15.0	16.3	14.7	14.2	12.5	10.6	9.0	345.0	317.0	342.3	318.4
13	Kerala	3,901	3,830	3,950	4,145	3.3	3.0	2.9	2.9	11.5	11.2	11.5	12.4	8.8	7.9	7.3	6.8	190.5	329.5	328.9	306.2
14	Madhya Pradesh	6,670	7,365	8,085	7,869	5.6	5.9	6.0	5.5	9.7	10.5	11.4	10.8	12.1	12.3	12.3	10.7	402.4	396.2	425.7	398.8
15	Maharashtra	12,397	11,396	12,340	13,057	10.3	9.1	9.2	9.2	11.5	10.4	11.1	11.6	9.3	7.9	7.8	7.5	555.1	285.3	303.4	318.1
16	Manipur	151	125	154	158	0.1	0.1	0.1	0.1	6.4	5.2	6.4	5.8	10.2	8.5	7.9	7.7	91.5	70.5	82.8	82.6
17	Meghalaya	123	145	163	212	0.1	0.1	0.1	0.1	4.9	5.7	6.3	7.2	9.6	10.2	10.3	12.1	125.0	131.6	139.3	176.9
18	Mizoram	63	60	82	81	0.1	0.05	0.1	0.1	6.5	6.1	8.3	7.4	9.7	8.6	10.2	8.7	102.3	77.5	94.0	82.6
19	Nagaland	70	55	40	25	0.1	0.04	0.03	0.02	3.2	2.5	1.8	1.3	3.1	2.3	1.6	0.9	31.4	16.9	12.0	7.3
20	Odisha	3,079	3,527	3,837	3,802	2.6	2.8	2.9	2.7	7.8	8.8	9.5	9.1	13.0	13.5	13.1	11.4	142.9	153.9	164.4	147.0
21	Punjab	3,206	3,668	3,542	4,931	2.7	2.9	2.6	3.5	12.0	13.6	12.9	17.8	7.0	7.6	6.7	9.3	709.6	470.8	432.5	585.7
22	Rajasthan	8,388	9,045	9,163	9,232	7.0	7.2	6.8	6.5	13.0	13.8	13.7	13.5	14.2	13.9	12.8	11.6	489.2	415.8	410.3	382.6
23	Sikkim	79	87	71	106	0.1	0.1	0.1	0.1	13.4	14.5	11.7	17.4	30.4	30.5	21.1	27.3	421.8	207.2	160.6	228.9
24	Tamil Nadu	12,784	13,746	15,409	15,422	10.7	10.9	11.5	10.8	19.3	20.7	23.0	21.4	10.7	10.7	11.0	9.9	705.5	731.0	810.8	801.8
25	Tripura	221	229	231	245	0.2	0.2	0.2	0.2	6.3	6.5	6.5	6.7	16.9	15.9	14.4	13.1	69.6	69.9	69.3	88.7
26	Uttarakhand	1,073	852	931	937	0.9	0.7	0.7	0.7	11.3	8.8	9.5	9.3	14.7	10.8	11.2	9.4	261.4	192.2	198.8	190.2
27	Uttar Pradesh	13,165	14,638	15,175	21,512	11.0	11.6	11.3	15.1	6.9	7.6	7.7	10.8	13.4	13.6	12.7	16.2	462.5	444.8	403.4	551.4
28	West Bengal	4,789	4,860	5,680	5,664	4.0	3.9	4.2	4.0	5.5	5.5	6.4	6.2	17.3	16.0	20.7	17.4	226.1	167.5	194.7	189.3
29	Andaman & Nicobar Islands	22	33	27	17	0.02	0.03	0.02	0.01	4.9	7.1	5.6	4.5	4.1	5.5	4.4	2.5	169.1	254.4	207.3	154.3
30	Chandigarh	148	171	138	136	0.1	0.1	0.1	0.1	12.1	13.2	10.1	12.9	2.1	2.3	1.5	1.3	698.8	761.3	609.4	595.3
31	Dadra & Nagar Haveli	65	45	62	63	0.1	0.04	0.05	0.04	21.7	14.2	18.4	18.4	11.3	7.1	9.0	8.3	1,028.5	593.8	787.8	779.5
32	Daman & Diu	29	33	31	33	0.02	0.03	0.02	0.02	12.2	13.3	12.0	13.6	4.3	4.7	4.3	4.3	1,294.6	1,440.6	1,355.1	1,391.5
33	Delhi	2,093	2,325	2,153	2,065	1.7	1.9	1.6	1.4	12.3	13.3	12.0	12.3	3.5	3.7	3.2	2.9	708.1	785.8	726.7	696.5
34	Lakshadweep	0	2	0	0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	0.0	0.0	2.8	0.0	0.0	0.0	113.8	0.0	0.0
35	Puducherry	212	218	239	233	0.2	0.2	0.2	0.2	17.6	17.2	18.0	18.7	4.4	4.1	4.0	3.5	786.4	803.8	876.5	850.3
<b>Total</b>		<b>119,860</b>	<b>125,660</b>	<b>134,513</b>	<b>142,485</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>10.5</b>	<b>10.8</b>	<b>11.4</b>	<b>11.8</b>	<b>11.4</b>	<b>10.9</b>	<b>10.5</b>	<b>10.0</b>	<b>393.3</b>	<b>360.4</b>	<b>373.5</b>	<b>383.2</b>

(P) : Provisional

\* State/UT-wise break-up of road length excludes roads constructed under Pradhan Mantri Gram Sadak Yojana and the erstwhile Jawahar Rozgar Yojana for 2008. For 2009, 2010 and 2011, the State/UT-wise break-up of road length excludes road length constructed under the erstwhile Jawahar Rozgar Yojana.

**Total Number of Persons Injured in Road Accidents in India: 2008 to 2011**

Sl. No.	States/UTs	State/UT-Wise Total Number of Persons Injured in Road Accidents during				Share of States/UTs in Total Number of Persons Injured in Road Accidents: 2008 to 2011				Total Number of Persons Injured in Road Accidents Per Lakh Population				Total Number of Persons Injured in Road Accidents per 10,000 Vehicles				Total Number of Persons Injured in Road Accidents per 10,000 Km of Roads*			
		2008	2009	2010	2011 (P)	2008	2009	2010	2011 (P)	2008	2009	2010	2011 (P)	2008	2009	2010(P)	2011(P)	2008	2009(P)	2010(P)	2011(P)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1	Andhra Pradesh	58,741	52,157	53,928	55,583	11.2	10.1	10.2	10.9	71.3	62.7	64.2	65.7	81.5	64.7	60.4	54.6	2,692.4	2,245.4	2,288.2	2,335.4
2	Arunachal Pradesh	425	530	491	438	0.1	0.1	0.1	0.1	35.5	43.7	40.0	31.7	192.3	239.8	222.2	30.3	257.7	260.0	232.5	203.2
3	Assam	5,081	5,522	7,579	6,505	1.0	1.1	1.4	1.3	17.3	18.5	25.1	20.9	45.5	44.7	54.8	41.1	220.6	233.0	316.6	269.0
4	Bihar	6,359	7,113	8,106	7,083	1.2	1.4	1.5	1.4	6.8	7.5	8.4	6.8	36.6	36.3	34.4	26.5	529.4	572.0	633.1	542.2
5	Chhattisgarh	12,873	13,274	13,599	13,929	2.5	2.6	2.6	2.7	55.3	56.2	56.8	54.5	66.7	62.8	55.8	50.4	1,729.5	1,513.0	1,486.6	1,482.4
6	Goa	3,167	2,954	2,709	2,318	0.6	0.6	0.5	0.5	198.4	178.5	158.1	159.0	50.8	43.8	37.3	29.3	2,996.5	2,899.0	2,615.9	2,181.4
7	Gujarat	35,722	32,944	32,449	29,744	6.8	6.4	6.2	5.8	63.1	57.4	55.7	49.3	34.7	30.0	27.3	22.9	2,436.2	2,145.9	2,085.2	1,904.4
8	Haryana	10,570	10,481	9,905	9,727	2.0	2.0	1.9	1.9	43.7	42.6	39.6	38.4	26.6	23.7	20.7	18.1	3,555.8	2,908.8	2,657.2	2,331.0
9	Himachal Pradesh	4,714	5,579	5,325	5,462	0.9	1.1	1.0	1.1	71.5	83.7	79.1	79.7	127.1	112.8	98.9	87.9	1,298.7	1,254.6	1,139.4	1,138.8
10	Jammu & Kashmir	7,597	8,199	8,726	10,012	1.5	1.6	1.7	2.0	67.5	71.8	75.4	79.8	122.5	122.8	118.1	108.0	3,403.2	3,335.5	3,386.1	3,711.0
11	Jharkhand	4,373	4,406	4,872	4,811	0.8	0.9	0.9	0.9	14.5	14.4	15.7	14.6	23.6	21.6	17.6	15.5	2,494.4	2,121.2	2,184.5	2,012.8
12	Karnataka	63,314	61,697	61,774	59,591	12.1	12.0	11.7	11.7	110.0	106.0	105.1	97.5	101.8	88.7	68.3	60.0	2,478.5	2,244.4	2,205.1	2,114.9
13	Kerala	43,857	41,402	41,473	41,379	8.4	8.0	7.9	8.1	129.7	121.5	120.9	123.9	99.0	85.2	76.8	68.1	2,141.9	3,562.0	3,452.8	3,056.5
14	Madhya Pradesh	51,054	54,611	56,897	55,545	9.8	10.6	10.8	10.9	74.3	78.1	80.1	76.5	92.4	90.9	86.3	75.5	3,080.4	2,937.7	2,995.9	2,815.4
15	Maharashtra	52,780	47,878	46,985	45,628	10.1	9.3	8.9	8.9	48.9	43.7	42.3	40.6	39.6	33.1	29.8	26.2	2,363.4	1,198.7	1,155.4	1,111.5
16	Manipur	1,216	1,189	1,132	1,118	0.2	0.2	0.2	0.2	51.4	49.7	46.8	41.1	82.5	80.7	58.2	54.1	736.9	670.8	608.5	584.3
17	Meghalaya	355	713	461	591	0.1	0.1	0.1	0.1	14.0	27.9	17.8	19.9	27.7	50.3	29.2	33.6	360.8	647.1	394.0	493.2
18	Mizoram	185	203	252	215	0.04	0.04	0.05	0.04	19.1	20.7	25.4	19.7	28.5	29.0	31.3	23.2	300.4	262.2	288.8	219.2
19	Nagaland	245	151	121	107	0.05	0.03	0.02	0.02	11.3	6.9	5.4	5.4	10.9	6.3	4.8	3.9	109.8	46.3	36.2	31.3
20	Odisha	10,378	11,296	11,399	11,248	2.0	2.2	2.2	2.2	26.2	28.2	28.2	26.8	43.8	43.3	38.9	33.7	481.8	493.0	488.4	434.8
21	Punjab	4,196	4,486	4,071	4,081	0.8	0.9	0.8	0.8	15.7	16.6	14.9	14.7	9.2	9.3	7.7	7.7	928.8	575.8	497.1	484.7
22	Rajasthan	30,857	32,317	31,033	28,666	5.9	6.3	5.9	5.6	47.8	49.2	46.5	41.8	52.3	49.8	43.3	35.9	1,799.5	1,485.5	1,389.7	1,187.9
23	Sikkim	246	434	399	321	0.05	0.1	0.1	0.1	41.6	72.6	66.0	52.8	94.5	152.0	118.7	82.8	1,313.4	1,033.5	902.7	693.2
24	Tamil Nadu	70,251	70,504	75,445	74,245	13.4	13.7	14.3	14.5	106.3	105.9	112.6	102.9	58.9	54.7	53.7	47.5	3,876.7	3,749.5	3,969.6	3,860.1
25	Tripura	1,494	1,342	1,269	1,030	0.3	0.3	0.2	0.2	42.8	38.0	35.5	28.1	114.1	93.3	79.3	54.9	470.8	409.6	380.6	372.9
26	Uttarakhand	1,765	1,784	1,656	1,712	0.3	0.3	0.3	0.3	18.6	18.5	16.9	16.9	24.1	22.7	19.9	17.2	430.1	402.4	353.6	347.4
27	Uttar Pradesh	18,056	20,632	20,113	15,513	3.5	4.0	3.8	3.0	9.5	10.6	10.2	7.8	18.4	19.1	16.8	11.7	634.3	627.0	534.7	397.6
28	West Bengal	13,246	12,186	15,760	14,962	2.5	2.4	3.0	2.9	15.2	13.9	17.8	16.4	48.0	40.0	57.4	45.9	625.5	420.0	540.1	500.1
29	Andaman & Nicobar Islands	256	342	373	298	0.05	0.1	0.1	0.1	57.0	73.5	77.7	78.4	48.0	57.3	60.4	43.1	1,967.7	2,636.8	2,864.1	2,704.1
30	Chandigarh	437	321	415	370	0.1	0.1	0.1	0.1	35.6	24.7	30.3	35.1	6.1	4.3	4.4	3.7	2,063.3	1,429.1	1,832.7	1,619.6
31	Dadra & Nagar Haveli	120	71	134	210	0.02	0.01	0.03	0.04	40.1	22.3	39.8	61.3	20.9	11.2	19.5	27.5	1,898.7	936.9	1,702.6	2,598.2
32	Daman & Diu	58	69	43	37	0.01	0.01	0.01	0.01	24.4	27.8	16.6	15.2	8.6	9.9	5.9	4.8	2,589.3	3,012.1	1,879.6	1,560.2
33	Delhi	7,343	6,936	7,108	7,226	1.4	1.3	1.3	1.4	43.3	39.8	39.6	43.1	12.4	11.0	10.5	10.0	2,484.2	2,344.1	2,399.1	2,437.2
34	Lakshadweep	7	3	5	0	0.001	0.001	0.001	0.0	9.5	4.0	6.7	0.0	9.7	4.1	6.4	0.0	407.0	170.7	274.1	0.0
35	Puducherry	1,855	1,732	1,505	1,689	0.4	0.3	0.3	0.3	154.1	136.7	113.1	135.7	38.3	32.2	25.1	25.1	6,880.6	6,386.0	5,519.6	6,164.0
<b>Total</b>		<b>523,193</b>	<b>515,458</b>	<b>527,512</b>	<b>511,394</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>45.7</b>	<b>44.4</b>	<b>44.8</b>	<b>42.3</b>	<b>49.7</b>	<b>44.8</b>	<b>41.3</b>	<b>36.0</b>	<b>1,716.6</b>	<b>1,478.2</b>	<b>1,464.7</b>	<b>1,375.5</b>

(P) : Provisional

\* State/UT-wise break-up of road length excludes roads constructed under Pradhan Mantri Gram Sadak Yojana and the erstwhile Jawahar Rozgar Yojana for 2008.

For 2009, 2010 and 2011, the State/UT-wise break-up of road length excludes road length constructed under the erstwhile Jawahar Rozgar Yojana.

## Annex - V

**Total Number of Road Accidents on National Highways\*: 2008 to 2011**

Sl. No.	States/UTs	State/UT-Wise Total Number of Road Accidents on National Highways during			
		2008	2009	2010	2011 (P)
1	2	3	4	5	6
1	Andhra Pradesh	12,327	11,856	12,340	13,651
2	Arunachal Pradesh	101	113	91	95
3	Assam	2,683	2,808	3,209	3,425
4	Bihar	3,862	4,305	4,857	4,018
5	Chhattisgarh	4,001	4,622	4,248	5,314
6	Goa	1,593	1,467	1,576	1,775
7	Gujarat	7,025	6,640	6,440	6,485
8	Haryana	3,990	4,086	3,905	4,066
9	Himachal Pradesh	1,080	1,066	1,306	1,296
10	Jammu & Kashmir	2,365	2,637	2,271	2,425
11	Jharkhand	1,860	1,894	1,704	2,167
12	Karnataka	12,949	13,893	14,013	14,128
13	Kerala	9,997	9,425	9,461	9,519
14	Madhya Pradesh	10,359	10,769	13,600	11,556
15	Maharashtra	13,866	12,911	12,026	12,530
16	Manipur	292	320	361	378
17	Meghalaya	186	235	320	429
18	Mizoram	58	45	47	32
19	Nagaland	36	37	16	20
20	Odisha	3,635	4,216	4,738	4,279
21	Punjab	1,903	1,684	2,087	2,428
22	Rajasthan	7,811	7,932	7,520	7,273
23	Sikkim	47	211	86	151
24	Tamil Nadu	19,158	21,198	24,083	22,932
25	Tripura	270	295	320	339
26	Uttarakhand	818	792	863	781
27	Uttar Pradesh	9,795	10,917	11,079	11,566
28	West Bengal	4,621	4,714	5,547	4,787
29	Andaman & Nicobar Islands	37	54	117	63
30	Chandigarh	89	64	112	89
31	Dadra & Nagar Haveli	0	0	0	0
32	Daman & Diu	0	0	0	0
33	Delhi	875	796	886	986
34	Lakshadweep	0	0	0	0
35	Puducherry	306	509	700	749
<b>Total</b>		<b>137,995</b>	<b>142,511</b>	<b>149,929</b>	<b>149,732</b>

(P) : Provisional

\* Includes expressways



**Total Number of Persons Killed in Road Accidents on National  
Highways\*: 2008 to 2011**

Sl. No.	States/UTs	State/UT-Wise Total Number of Persons Killed in Road Accidents on National Highways during			
		2008	2009	2010	2011 (P)
1	2	3	4	5	6
1	Andhra Pradesh	4,172	4,655	5,122	5,112
2	Arunachal Pradesh	28	49	33	41
3	Assam	1,245	1,275	1,401	1,481
4	Bihar	1,868	1,993	2,317	2,232
5	Chhattisgarh	1,002	1,093	1,037	1,145
6	Goa	134	125	122	116
7	Gujarat	1,857	1,958	1,953	2,036
8	Haryana	1,775	1,800	1,845	1,904
9	Himachal Pradesh	258	324	369	361
10	Jammu & Kashmir	487	446	403	565
11	Jharkhand	882	455	455	1,009
12	Karnataka	2,838	3,147	3,278	3,240
13	Kerala	1,403	1,373	1,371	1,432
14	Madhya Pradesh	1,909	2,198	2,566	2,327
15	Maharashtra	3,662	3,359	3,445	3,802
16	Manipur	81	61	96	94
17	Meghalaya	73	100	108	122
18	Mizoram	35	30	23	22
19	Nagaland	31	28	20	12
20	Odisha	1,472	1,769	2,028	1,842
21	Punjab	1,149	1,140	1,293	1,799
22	Rajasthan	3,495	3,432	3,501	3,459
23	Sikkim	15	22	37	40
24	Tamil Nadu	4,417	5,282	6,333	6,052
25	Tripura	65	90	93	103
26	Uttarakhand	634	475	538	522
27	Uttar Pradesh	5,210	5,958	6,122	9,175
28	West Bengal	2,115	2,143	2,040	2,373
29	Andaman & Nicobar Islands	6	9	10	9
30	Chandigarh	36	35	34	29
31	Dadra & Nagar Haveli	0	0	0	0
32	Daman & Diu	0	0	0	0
33	Delhi	278	329	343	348
34	Lakshadweep	0	0	0	0
35	Puducherry	38	69	130	120
	<b>Total</b>	<b>42,670</b>	<b>45,222</b>	<b>48,466</b>	<b>52,924</b>

(P) : Provisional

\* Includes expressways

**Total Number of Persons Injured in Road Accidents on National  
Highways\*: 2008 to 2011**

Sl. No.	States/UTs	State/UT-Wise Total Number of Persons Injured in Road Accidents on National Highways during			
		2008	2009	2010	2011 (P)
1	2	3	4	5	6
1	Andhra Pradesh	15,600	14,096	15,166	16,952
2	Arunachal Pradesh	128	231	144	158
3	Assam	2,840	2,938	4,445	3,399
4	Bihar	2,520	3,050	3,308	2,557
5	Chhattisgarh	3,850	5,512	5,748	4,332
6	Goa	1,263	1,015	1,001	867
7	Gujarat	7,239	6,649	6,492	5,831
8	Haryana	3,701	3,671	3,419	3,367
9	Himachal Pradesh	1,697	1,755	2,050	2,118
10	Jammu & Kashmir	3,112	3,217	2,907	2,521
11	Jharkhand	609	509	1,600	1,109
12	Karnataka	17,682	15,613	18,843	18,161
13	Kerala	12,104	11,162	10,985	11,201
14	Madhya Pradesh	11,566	11,922	15,031	13,397
15	Maharashtra	13,061	11,558	11,241	11,642
16	Manipur	614	692	685	633
17	Meghalaya	256	314	264	489
18	Mizoram	125	105	69	121
19	Nagaland	153	86	70	59
20	Odisha	4,296	5,198	5,453	4,722
21	Punjab	1,156	1,440	1,204	1,584
22	Rajasthan	10,273	10,363	9,798	9,255
23	Sikkim	36	145	186	122
24	Tamil Nadu	22,059	25,272	28,890	27,104
25	Tripura	511	430	375	378
26	Uttarakhand	896	962	922	796
27	Uttar Pradesh	6,820	8,011	7,464	6,033
28	West Bengal	4,400	5,594	5,453	5,161
29	Andaman & Nicobar Islands	55	74	156	88
30	Chandigarh	83	33	117	75
31	Dadra & Nagar Haveli	0	0	0	0
32	Daman & Diu	0	0	0	0
33	Delhi	697	679	871	999
34	Lakshadweep	0	0	0	0
35	Puducherry	291	520	655	777
<b>Total</b>		<b>149,693</b>	<b>152,816</b>	<b>165,012</b>	<b>156,008</b>

(P) : Provisional

\* Includes expressways

**Total Number of Road Accidents on State Highways: 2008 to 2011**

Sl. No.	States/UTs	State/UT-Wise Total Number of Road Accidents on State Highways during			
		2008	2009	2010	2011 (P)
1	2	3	4	5	6
1	Andhra Pradesh	10,634	9,887	10,681	11,211
2	Arunachal Pradesh	115	114	128	0
3	Assam	849	1,034	1,345	1,552
4	Bihar	1,499	2,719	2,837	3,177
5	Chhattisgarh	3,814	3,564	3,363	3,156
6	Goa	610	787	925	675
7	Gujarat	10,167	9,210	9,177	9,252
8	Haryana	3,611	3,693	3,436	3,425
9	Himachal Pradesh	597	806	703	742
10	Jammu & Kashmir	971	1,054	930	892
11	Jharkhand	968	1,165	1,077	1,332
12	Karnataka	15,723	12,500	13,215	12,522
13	Kerala	6,452	6,637	6,537	6,401
14	Madhya Pradesh	9,875	10,987	12,939	13,153
15	Maharashtra	13,307	12,230	12,767	13,149
16	Manipur	173	165	136	139
17	Meghalaya	79	122	82	81
18	Mizoram	31	18	29	25
19	Nagaland	19	18	14	13
20	Odisha	1,964	2,386	2,062	2,129
21	Punjab	1,497	1,431	1,376	1,962
22	Rajasthan	2,581	2,913	3,119	2,625
23	Sikkim	36	159	49	170
24	Tamil Nadu	24,912	18,944	20,722	20,920
25	Tripura	438	464	526	424
26	Uttarakhand	269	293	358	378
27	Uttar Pradesh	8,130	8,783	8,591	8,861
28	West Bengal	3,237	2,600	4,074	3,832
29	Andaman & Nicobar Islands	0	0	0	0
30	Chandigarh	100	81	146	0
31	Dadra & Nagar Haveli	0	0	0	0
32	Daman & Diu	0	0	0	0
33	Delhi	919	952	916	0
34	Lakshadweep	0	0	0	0
35	Puducherry	395	276	146	41
<b>Total</b>		<b>123,972</b>	<b>115,992</b>	<b>122,406</b>	<b>122,239</b>

(P) : Provisional

There are no State Highways declared in Arunachal Pradesh, Chandigarh and Delhi. For the years 2008 to 2010, figures furnished by the Police Departments of Arunachal Pradesh and Chandigarh include road accidents on 'Other Roads' and those by Police Department of Delhi include road accidents on 'Ring Road' and 'Outer Ring Road'.

**Total Number of Persons Killed in Road Accidents on State Highways:  
2008 to 2011**

Sl. No.	States/UTs	State/UT-Wise Total Number of Persons Killed in Road Accidents on State Highways during			
		2008	2009	2010	2011 (P)
1	2	3	4	5	6
1	Andhra Pradesh	3,742	3,881	3,981	4,156
2	Arunachal Pradesh	78	65	72	0
3	Assam	276	351	471	479
4	Bihar	962	1,145	1,414	1,583
5	Chhattisgarh	862	725	699	727
6	Goa	49	53	52	55
7	Gujarat	2,539	2,514	2,832	2,990
8	Haryana	1,550	1,575	1,597	1,588
9	Himachal Pradesh	157	231	225	239
10	Jammu & Kashmir	141	210	133	80
11	Jharkhand	376	239	239	572
12	Karnataka	3,000	2,609	2,692	2,591
13	Kerala	767	775	846	836
14	Madhya Pradesh	1,628	1,907	2,186	2,019
15	Maharashtra	4,056	3,769	4,057	4,386
16	Manipur	49	44	29	29
17	Meghalaya	34	35	32	50
18	Mizoram	20	14	17	22
19	Nagaland	18	19	10	9
20	Odisha	625	955	833	905
21	Punjab	846	885	880	1,474
22	Rajasthan	1,035	1,268	1,351	1,178
23	Sikkim	12	18	16	44
24	Tamil Nadu	5,165	4,510	5,250	5,025
25	Tripura	128	112	125	119
26	Uttarakhand	150	151	214	238
27	Uttar Pradesh	4,210	4,490	4,696	6,350
28	West Bengal	1,210	1,118	1,420	1,285
29	Andaman & Nicobar Islands	0	0	0	0
30	Chandigarh	28	35	43	0
31	Dadra & Nagar Haveli	0	0	0	0
32	Daman & Diu	0	0	0	0
33	Delhi	307	353	345	0
34	Lakshadweep	0	0	0	0
35	Puducherry	61	37	14	4
<b>Total</b>		<b>34,081</b>	<b>34,093</b>	<b>36,771</b>	<b>39,033</b>

(P) : Provisional

There are no State Highways declared in Arunachal Pradesh, Chandigarh and Delhi. For the years 2008 to 2010, figures furnished by Police Department of Arunachal Pradesh and Chandigarh include persons killed in road accidents on 'Other Roads' and those by Police Department of Delhi include persons killed in road accidents on 'Ring Road' and 'Outer Ring Road'.

**Total Number of Persons Injured in Road Accidents on State Highways:  
2008 to 2011**

Sl. No.	States/UTs	State/UT-Wise Total Number of Persons Injured in Road Accidents on State Highways during			
		2008	2009	2010	2011 (P)
1	2	3	4	5	6
1	Andhra Pradesh	15,045	12,247	13,505	14,480
2	Arunachal Pradesh	163	173	238	0
3	Assam	1,018	1,281	1,786	1,641
4	Bihar	1,498	1,960	2,190	1,811
5	Chhattisgarh	3,696	3,550	2,653	2,791
6	Goa	480	602	524	401
7	Gujarat	11,218	10,291	10,643	9,981
8	Haryana	3,577	3,545	3,371	3,315
9	Himachal Pradesh	1,145	1,307	1,262	1,422
10	Jammu & Kashmir	1,333	1,453	929	1,916
11	Jharkhand	355	184	935	647
12	Karnataka	21,671	17,622	18,344	17,778
13	Kerala	7,395	7,942	8,089	7,794
14	Madhya Pradesh	11,731	13,197	14,654	15,848
15	Maharashtra	14,886	12,859	13,342	13,559
16	Manipur	378	351	287	218
17	Meghalaya	78	266	114	54
18	Mizoram	31	40	105	48
19	Nagaland	32	37	43	38
20	Odisha	2,631	3,270	2,771	2,870
21	Punjab	1,707	1,072	916	1,242
22	Rajasthan	3,442	3,934	3,838	2,960
23	Sikkim	17	120	99	135
24	Tamil Nadu	28,192	22,278	23,822	23,098
25	Tripura	870	772	812	559
26	Uttarakhand	314	314	405	507
27	Uttar Pradesh	5,966	6,605	6,671	4,843
28	West Bengal	3,567	3,059	3,793	3,435
29	Andaman & Nicobar Islands	0	0	0	0
30	Chandigarh	87	58	123	0
31	Dadra & Nagar Haveli	0	0	0	0
32	Daman & Diu	0	0	0	0
33	Delhi	730	857	909	0
34	Lakshadweep	0	0	0	0
35	Puducherry	455	271	191	44
<b>Total</b>		<b>143,708</b>	<b>131,517</b>	<b>137,364</b>	<b>133,435</b>

(P) : Provisional

There are no State Highways declared in Arunachal Pradesh, Chandigarh and Delhi. For the years 2008 to 2010, figures furnished by Police Department of Arunachal Pradesh and Chandigarh include persons injured in road accidents on 'Other Roads' and those by Police Department of Delhi include persons injured in road accidents on 'Ring Road' and 'Outer Ring Road'.

Total Number of Road Accidents in India classified according to Cause of Accidents: 2011

Sl. No	States/UTs	Fault of Driver			Fault of Cyclist			Fault of Pedestrian			Defect in Condition of Motor Vehicle			Defect in Road Condition			Weather Condition			All Other Causes*		
		Total No. of Road Acci-dents	Number of Persons		Total No. of Road Acci-dents	Number of Persons		Total No. of Road Acci-dents	Number of Persons		Total No. of Road Acci-dents	Number of Persons		Total No. of Road Acci-dents	Number of Persons		Total No. of Road Acci-dents	Number of Persons		Total No. of Road Acci-dents	Killed	Injured
			Killed	Injured		Killed	Injured		Killed	Injured		Killed	Injured		Killed	Injured		Killed	Injured			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
1	Andhra Pradesh	31,932	11,120	36,259	324	93	400	420	134	453	866	302	1,208	1,182	475	1,389	662	261	864	8,779	2,780	15,010
2	Arunachal Pradesh	104	55	178	2	0	3	10	2	13	43	19	62	18	9	34	11	0	38	75	41	110
3	Assam	6,285	2,219	6,320	85	38	61	166	65	104	0	0	0	0	0	0	0	0	0	33	20	20
4	Bihar	7,029	3,401	4,586	180	114	119	117	72	45	447	186	287	174	78	96	222	114	149	2,504	1,125	1,801
5	Chhattisgarh	8,343	1,660	8,183	210	50	134	400	116	366	701	171	637	300	88	337	476	72	496	3,678	826	3,776
6	Goa	4,083	277	2,071	54	9	30	210	39	103	16	0	7	0	0	0	3	0	2	194	8	105
7	Gujarat	26,219	7,117	26,180	744	149	656	2,238	508	2,046	0	0	0	0	0	0	0	0	0	1,004	234	862
8	Haryana	8,703	3,527	7,933	160	81	67	350	164	241	163	84	144	152	70	84	140	103	89	1,460	733	1,169
9	Himachal Pradesh	2,804	1,001	4,998	2	0	2	9	4	9	9	18	28	32	15	65	2	0	4	241	34	356
10	Jammu & Kashmir	4,848	797	4,037	42	5	13	6	0	5	174	38	393	12	11	34	24	9	15	1,549	256	5,515
11	Jharkhand	3,272	1,430	2,518	95	24	81	230	129	205	131	66	108	128	79	111	183	72	207	1,412	772	1,581
12	Karnataka	36,574	7,340	48,882	261	58	211	827	234	745	553	108	1,217	243	48	642	264	50	622	6,009	1,133	7,272
13	Kerala	35,153	4,128	41,333	13	4	9	44	13	31	0	0	0	0	0	0	0	0	0	6	0	6
14	Madhya Pradesh	36,004	6,064	43,996	323	32	363	965	155	708	1,366	252	1,337	1,644	172	1,552	830	111	771	8,274	1,083	6,818
15	Maharashtra	56,617	10,543	37,755	456	168	448	2,015	953	1,952	460	53	366	327	60	244	22	7	23	8,541	1,273	4,840
16	Manipur	429	92	668	0	0	0	0	0	0	90	21	144	39	5	73	1	0	2	133	40	231
17	Meghalaya	278	103	340	8	7	20	10	10	3	61	15	22	14	2	0	4	0	0	224	75	206
18	Mizoram	66	58	191	0	0	0	0	0	0	2	2	2	5	4	3	14	10	7	10	7	12
19	Nagaland	4	3	13	0	0	0	0	0	0	21	15	42	0	0	0	0	0	0	14	7	52
20	Odisha	8,899	3,615	10,725	141	54	125	107	38	101	81	38	86	7	0	20	0	0	0	163	57	191
21	Punjab	3,551	2,682	2,173	138	102	69	121	110	18	131	100	97	133	114	95	319	262	167	2,120	1,561	1,462
22	Rajasthan	22,576	8,954	27,737	23	10	13	49	27	35	16	10	20	282	112	364	14	7	25	285	112	472
23	Sikkim	158	42	124	0	0	0	18	5	14	114	28	93	0	0	0	33	9	26	83	22	64
24	Tamil Nadu	55,032	12,503	62,528	1,311	277	1,263	1,580	542	1,471	134	64	148	1,367	370	1,447	481	106	501	5,968	1,560	6,887
25	Tripura	467	112	519	0	0	0	37	10	42	113	31	147	0	0	0	26	9	27	191	83	295
26	Uttarakhand	969	592	1,159	5	4	12	3	1	0	49	26	87	43	33	100	0	0	0	439	281	354
27	Uttar Pradesh	12,487	9,177	5,543	1,661	1,207	830	1,230	831	677	1,444	1,044	834	766	397	417	863	432	706	10,834	8,424	6,506
28	West Bengal	10,621	3,531	10,395	222	97	168	557	242	525	783	326	926	459	231	598	194	111	155	2,109	1,126	2,195
29	Andaman & Nicobar Is.	234	17	298	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	Chandigarh	437	136	370	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	Dadra & Nagar Haveli	103	63	210	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	Daman & Diu	45	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	37
33	Delhi **	NR	1,078	NR	NR	NR	NR	NR	NR	NR	NR	3	NR	NR	0	NR	NR	8	NR	7,281	976	7,226
34	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	Puducherry	1,480	233	1,689	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>		<b>385,806</b>	<b>102,620</b>	<b>399,911</b>	<b>6,460</b>	<b>2,583</b>	<b>5,097</b>	<b>11,719</b>	<b>4,404</b>	<b>9,912</b>	<b>7,968</b>	<b>3,020</b>	<b>8,442</b>	<b>7,327</b>	<b>2,373</b>	<b>7,705</b>	<b>4,788</b>	<b>1,753</b>	<b>4,896</b>	<b>73,618</b>	<b>24,654</b>	<b>75,431</b>

\* : Includes Fault of Driver of other vehicles, Fault of Passengers, Poor light condition, Falling of boulders, Neglect of civic bodies, Stray animals, other causes and causes not known.

\*\* : Data pertaining to Delhi is clubbed with All Other Causes due to non-submission of break-up of causes of accidents.

NR: Not reported

**Accidents caused due to Intake of Alcohol/Drugs and Exceeding Lawful Speed by  
Drivers: 2011**

Sl. No.	States/UTs	Accidents caused due to Intake of Alcohol/Drugs			Accident caused due to Exceeding Lawful Speed		
		No. of Accidents	No. of Persons		No. of Accidents	No. of Persons	
1	2	3	4	5	6	7	8
1	Andhra Pradesh	2,205	778	759	13,395	4,560	2,532
2	Arunachal Pradesh	8	3	13	89	72	200
3	Assam	760	302	593	3,881	1,233	4,164
4	Bihar	1,590	754	1,059	3,283	1,748	2,016
5	Chhattisgarh	304	85	309	7,539	1,431	7,485
6	Goa	30	0	20	2,677	240	1,284
7	Gujarat	212	27	158	19,790	5,385	19,789
8	Haryana	368	143	281	5,281	2,090	5,115
9	Himachal Pradesh	58	31	69	2,158	696	4,130
10	Jammu & Kashmir	92	21	91	3,655	699	6,119
11	Jharkhand	1,220	485	974	1,799	924	1,649
12	Karnataka	541	136	728	23,826	5,205	32,734
13	Kerala	67	12	71	20,030	2,606	23,987
14	Madhya Pradesh	4,028	810	4,843	25,398	4,300	29,776
15	Maharashtra	2,452	479	1,725	41,518	8,549	28,489
16	Manipur	140	30	186	127	22	187
17	Meghalaya	93	27	134	121	67	74
18	Mizoram	17	10	14	15	10	72
19	Nagaland	4	3	13	0	0	0
20	Odisha	1,141	480	1,441	3,235	1,408	3,668
21	Punjab	226	158	180	2,183	1,674	1,379
22	Rajasthan	1,159	530	1,407	11,404	4,650	14,377
23	Sikkim	27	3	7	59	7	12
24	Tamil Nadu	3,096	575	3,475	27,317	6,412	28,592
25	Tripura	19	7	19	551	168	596
26	Uttarakhand	1	0	1	746	466	895
27	Uttar Pradesh	4,706	4,653	2,463	5,715	4,629	3,279
28	West Bengal	0	0	0	0	0	0
29	Andaman & Nicobar Islands	21	1	22	211	16	275
30	Chandigarh	NR	NR	NR	NR	NR	NR
31	Dadra & Nagar Haveli	0	0	0	103	63	210
32	Daman & Diu	1	1	1	16	8	16
33	Delhi	46	8	69	NR	365	NR
34	Lakshadweep	0	0	0	0	0	0
35	Puducherry	23	1	23	1,414	229	1,617
	<b>Total</b>	<b>24,655</b>	<b>10,553</b>	<b>21,148</b>	<b>227,536</b>	<b>59,932</b>	<b>224,718</b>

This Annex is to be used in conjunction with Annex XI.

NR: Not reported

**Accidents Caused due to Over-Loading/Over-Crowding/Load Protruding: 2011**

Sl. No.	States/UTs	Accidents caused due to Overloading/Overcrowding			Accidents Caused due to Load Protruding			Total Accidents in States/UTs		
		No. of Accidents	No. of Persons		No. of Accidents	No. of Persons		No. of Accident	No. of Persons	
			Killed	Injured		Killed	Injured		Killed	Injured
1	2	3	4	5	6	7	8	9	10	11
1	Andhra Pradesh	10,974	3,425	13,388	2,583	868	2,784	44,165	15,165	55,583
2	Arunachal Pradesh	18	13	48	6		16	263	126	438
3	Assam	1,030	386	1,538	211	73	181	6,569	2,342	6,505
4	Bihar	6,707	3,093	4,550	1,069	572	697	10,673	5,090	7,083
5	Chhattisgarh	2,473	505	2,388	1,735	399	1,829	14,108	2,983	13,929
6	Goa	46	1	17	109	12	38	4,560	333	2,318
7	Gujarat	3,755	1,163	3,997	1,200	257	1,270	30,205	8,008	29,744
8	Haryana	3,456	1,620	3,554	352	149	356	11,128	4,762	9,727
9	Himachal Pradesh	678	177	1,149	204	34	294	3,099	1,072	5,462
10	Jammu & Kashmir	1,621	239	3,872	805	170	1,254	6,655	1,116	10,012
11	Jharkhand	1,020	506	968	276	118	246	5,451	2,572	4,811
12	Karnataka	10,370	2,341	14,449	3,006	539	4,127	44,731	8,971	59,591
13	Kerala	699	68	735	116	9	148	35,216	4,145	41,379
14	Madhya Pradesh	8,193	1,444	11,849	2,813	365	2,879	49,406	7,869	55,545
15	Maharashtra	8,788	2,903	9,655	4,652	1,663	4,087	68,438	13,057	45,628
16	Manipur	258	44	377	434	114	741	692	158	1,118
17	Meghalaya	82	47	89	205	49	201	599	212	591
18	Mizoram	0	0	0	0	0	0	97	81	215
19	Nagaland	8	5	30	2	2	8	39	25	107
20	Odisha	3,536	1,570	3,999	364	145	462	9,398	3,802	11,248
21	Punjab	444	308	303	311	202	176	6,513	4,931	4,081
22	Rajasthan	4,584	1,829	5,272	349	137	390	23,245	9,232	28,666
23	Sikkim	51	13	40	68	17	53	406	106	321
24	Tamil Nadu	19,200	4,061	22,684	3,509	676	3,452	65,873	15,422	74,245
25	Tripura	260	63	262	272	98	350	834	245	1,030
26	Uttarakhand	522	356	560	167	97	172	1,508	937	1,712
27	Uttar Pradesh	7,312	6,056	3,555	3,455	3,779	2,021	29,285	21,512	15,513
28	West Bengal	4,133	1,363	3,873	529	277	764	14,945	5,664	14,962
29	Andaman & Nicobar Islands	0	0	0	0	0	0	234	17	298
30	Chandigarh	0	0	0	0	0	0	437	136	370
31	Dadra & Nagar Haveli	1	3	90	31	20	29	103	63	210
32	Daman & Diu	0	0	0	0	0	0	50	33	37
33	Delhi	NR	NR	NR	NR	NR	NR	7,281	2,065	7,226
34	Lakshadweep	0	0	0	0	0	0	0	0	0
35	Puducherry	19	2	6	NR	NR	NR	1,480	233	1,689
	<b>Total</b>	<b>100,238</b>	<b>33,604</b>	<b>113,297</b>	<b>28,833</b>	<b>10,841</b>	<b>29,025</b>	<b>497,686</b>	<b>142,485</b>	<b>511,394</b>

NR: Not Reported.



### Total Number of Road Accidents in India classified according to Types of Vehicles and Objects Primarily Responsible: 2011

Sl. No.	States/UTs	Two-Wheelers				Auto-Rickshaws				Cars, Jeeps, Taxis				Buses				Trucks, Tempos, MAVs, Tractors				Other Motor Vehicles				Other Vehicles/Objects			
		Number of Road Accidents		Number of Persons		Number of Road Accidents		Number of Persons		Number of Road Accidents		Number of Persons		Number of Road Accidents		Number of Persons		Number of Road Accidents		Number of Persons		Number of Road Accidents		Number of Persons		Number of Road Accidents		Number of Persons	
		Total	Fatal	Killed	Injured	Total	Fatal	Killed	Injured	Total	Fatal	Killed	Injured	Total	Fatal	Killed	Injured	Total	Fatal	Killed	Injured	Total	Fatal	Killed	Injured	Total	Fatal	Killed	Injured
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
1	Andhra Pradesh	7,691	2,573	2,536	10,889	7,150	1,546	1,583	9,879	6,963	1,845	1,914	8,580	3,536	1,263	1,372	4,326	10,819	4,172	4,577	12,920	3,538	1,032	1,749	3,636	4,468	1,352	1,434	5,353
2	Arunachal Pradesh	61	20	22	55	18	4	4	26	68	24	33	132	9	4	7	47	60	19	28	89	37	23	30	81	10	2	2	8
3	Assam	1,130	364	422	763	280	58	62	396	1,515	424	490	1,488	774	236	345	1,132	1,645	559	609	1,644	941	273	291	897	284	101	123	185
4	Bihar	1,647	634	706	1,237	590	196	272	441	2,098	960	1,017	1,514	1,355	543	567	928	3,201	1,569	1,641	1,854	1,003	437	515	697	779	337	372	412
5	Chhattisgarh	4,003	567	615	3,834	345	30	30	342	2,778	348	408	2,972	1,027	176	236	1,308	3,499	875	961	3,046	2,032	585	655	2,011	424	78	78	416
6	Goa	2,237	137	152	1,303	54	2	2	21	1,197	62	66	425	252	26	26	253	463	38	38	137	15	0	0	8	342	49	49	171
7	Gujarat	6,770	1,350	1,461	6,572	3,237	583	683	3,481	5,005	1,154	1,370	5,492	1,367	367	461	1,710	7,976	2,135	2,502	7,247	1,864	579	640	1,678	3,986	877	891	3,564
8	Haryana	1,172	306	360	1,448	440	137	190	295	2,783	902	1,044	2,405	661	305	341	654	3,089	1,287	1,469	2,607	1,326	589	600	1,496	1,657	729	758	822
9	Himachal Pradesh	756	160	181	869	19	4	4	26	1,110	241	397	1,953	256	59	149	1,025	675	181	247	1,170	272	86	90	408	11	4	4	11
10	Jammu & Kashmir	1,142	157	165	1,291	200	11	22	82	1,224	121	140	851	830	119	199	448	1,514	227	277	1,457	1,536	188	289	5,722	209	23	24	161
11	Jharkhand	1,318	549	622	981	240	90	104	284	766	322	359	803	570	202	258	720	1,578	703	808	1,384	357	151	167	213	622	262	254	426
12	Karnataka	10,780	1,821	1,961	12,765	3,480	425	480	4,775	8,528	1,429	1,598	11,431	3,922	753	859	6,134	11,304	2,374	2,645	14,665	2,593	472	540	5,159	4,124	817	888	4,662
13	Kerala	11,685	965	983	11,520	4,872	254	270	5,890	8,457	1,006	1,077	10,437	4,716	753	834	7,235	3,851	604	653	4,579	1,572	297	311	1,672	63	17	17	46
14	Madhya Pradesh	15,742	1,434	1,660	15,277	2,290	137	160	2,474	10,308	1,284	1,440	10,993	3,820	587	667	6,934	11,630	2,372	2,839	12,127	3,583	742	806	3,505	2,033	436	297	4,235
15	Maharashtra	15,560	3,004	3,406	10,874	5,392	634	754	4,264	16,477	1,901	2,124	9,791	4,037	473	583	3,357	13,529	2,917	3,091	9,453	9,974	1,641	1,735	4,440	3,469	987	1,364	3,449
16	Manipur	192	34	37	280	52	7	7	88	176	24	28	312	44	7	9	91	144	54	61	206	84	16	16	141	0	0	0	0
17	Meghalaya	21	12	16	15	44	0	0	25	166	37	44	199	98	17	51	166	168	57	70	119	27	8	10	19	75	16	21	48
18	Mizoram	16	12	12	10	2	1	1	7	29	12	12	75	7	5	22	45	37	25	30	71	6	4	4	7	0	0	0	0
19	Nagaland	3	3	3	3	6	4	4	11	3	3	3	11	5	4	5	45	3	3	3	4	19	7	7	33	0	0	0	0
20	Odisha	1,969	665	708	2,073	433	105	122	627	1,601	432	525	2,066	909	307	391	1,489	3,101	1,189	1,463	3,373	886	374	406	1,097	499	148	187	523
21	Punjab	1,327	915	934	812	193	111	166	162	1,727	1,131	1,249	1,180	553	364	438	451	1,649	1,216	1,334	1,011	559	388	432	247	505	358	378	218
22	Rajasthan	4,891	1,377	1,364	5,231	428	89	94	662	6,588	2,171	2,403	8,524	1,979	719	917	3,525	6,371	2,703	3,061	7,606	2,895	1,252	1,348	3,038	93	43	45	80
23	Sikkim	0	0	0	0	0	0	0	0	379	45	97	299	0	0	0	0	9	1	3	7	0	0	0	0	18	2	6	15
24	Tamil Nadu	19,358	3,883	4,137	20,669	2,846	402	444	4,148	13,674	2,452	2,359	11,786	6,805	1,882	2,085	8,622	10,667	2,621	2,888	13,443	5,394	1,176	1,678	7,856	7,129	1,943	1,831	7,721
25	Tripura	113	35	40	110	116	38	38	152	220	57	60	303	51	14	14	67	156	48	49	150	128	23	27	195	50	14	17	53
26	Uttarakhand	197	68	69	214	40	9	10	44	369	149	244	465	220	103	148	399	562	324	379	441	99	64	76	98	21	9	11	51
27	Uttar Pradesh	5,049	2,191	3,764	2,512	697	258	447	525	5,947	2,504	3,329	3,251	2,344	1,005	1,154	1,357	7,694	3,831	4,720	3,976	3,275	1,409	3,771	1,555	4,279	1,806	4,327	2,337
28	West Bengal	1,533	641	692	1,412	497	107	110	569	3,181	706	857	3,395	2,010	663	747	2,700	4,556	1,893	2,043	3,855	2,225	707	795	2,171	943	390	420	860
29	Andaman & Nicobar Islands	96	4	4	122	22	1	1	29	58	4	4	87	28	3	3	32	30	5	5	28	0	0	0	0	0	0	0	0
30	Chandigarh	57	12	12	58	3	1	1	5	243	54	58	214	44	23	25	37	56	24	26	34	34	15	14	22	0	0	0	0
31	Dadra & Nagar Haveli	21	15	15	15	2	2	2	3	14	3	3	20	7	4	4	34	37	22	24	128	22	15	15	10	0	0	0	0
32	Daman & Diu	12	9	9	5	1	1	1	0	7	2	2	7	2	2	2	0	14	10	10	8	8	13	8	8	17	1	1	1
33	Delhi	1,004	156	158	1,082	166	34	34	196	2,158	319	325	2,493	589	182	187	563	1,104	415	443	1,060	432	91	95	604	1,828	810	823	1,228
34	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	Puducherry	536	64	64	746	44	3	3	52	284	27	27	312	207	50	50	186	330	85	88	303	79	1	1	90	0	0	0	0
	<b>Total</b>	<b>118,089</b>	<b>24,137</b>	<b>27,290</b>	<b>115,047</b>	<b>34,199</b>	<b>5,284</b>	<b>6,105</b>	<b>39,981</b>	<b>106,101</b>	<b>22,155</b>	<b>25,106</b>	<b>104,266</b>	<b>43,034</b>	<b>11,220</b>	<b>13,156</b>	<b>56,020</b>	<b>111,521</b>	<b>34,558</b>	<b>39,085</b>	<b>110,202</b>	<b>46,820</b>	<b>12,653</b>	<b>17,121</b>	<b>48,823</b>	<b>37,922</b>	<b>11,611</b>	<b>14,622</b>	<b>37,055</b>

Note: Two-Wheelers include motor cycles, scooters and mopeds.

Other Vehicles/Objects include cycles, cycle rickshaws, hand-drawn vehicles, pedestrians, animals, trees, level-crossings and other fixed objects.

**Percentage share in Total Registered Motor Vehicles in India as on 31st March**

Sl. No.	States/UTs	2008	2009 (P)	2010 (P)	2011 (P)
1	2	3	4	5	6
1	Andhra Pradesh	6.8	7.0	7.0	7.2
2	Arunachal Pradesh	0.02	0.02	0.02	0.1
3	Assam	1.1	1.1	1.1	1.1
4	Bihar	1.7	1.7	1.8	1.9
5	Chhattisgarh	1.8	1.8	1.9	1.9
6	Goa	0.6	0.6	0.6	0.6
7	Gujarat	9.8	9.6	9.3	9.2
8	Haryana	3.8	3.8	3.8	3.8
9	Himachal Pradesh	0.4	0.4	0.4	0.4
10	Jammu & Kashmir	0.6	0.6	0.6	0.7
11	Jharkhand	1.8	1.8	2.2	2.2
12	Karnataka	5.9	6.0	7.1	7.0
13	Kerala	4.2	4.2	4.2	4.3
14	Madhya Pradesh	5.2	5.2	5.2	5.2
15	Maharashtra	12.7	12.6	12.3	12.3
16	Manipur	0.1	0.1	0.2	0.1
17	Meghalaya	0.1	0.1	0.1	0.1
18	Mizoram	0.1	0.1	0.1	0.1
19	Nagaland	0.2	0.2	0.2	0.2
20	Odisha	2.3	2.3	2.3	2.4
21	Punjab	4.3	4.2	4.1	3.7
22	Rajasthan	5.6	5.6	5.6	5.6
23	Sikkim	0.02	0.02	0.03	0.03
24	Tamil Nadu	11.3	11.2	11.0	11.0
25	Tripura	0.1	0.1	0.1	0.1
26	Uttarakhand	0.7	0.7	0.7	0.7
27	Uttar Pradesh	9.3	9.4	9.4	9.4
28	West Bengal	2.6	2.6	2.2	2.3
29	Andaman & Nicobar Islands	0.1	0.1	0.05	0.05
30	Chandigarh	0.7	0.7	0.7	0.7
31	Dadra & Nagar Haveli	0.1	0.1	0.1	0.1
32	Daman & Diu	0.1	0.1	0.1	0.1
33	Delhi	5.6	5.5	5.3	5.1
34	Lakshadweep	0.01	0.01	0.01	0.01
35	Puducherry	0.5	0.5	0.5	0.5
<b>Total</b>		<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

P: Provisional

**Total Number of Fatal Road Accidents in States/UTs: 2008-2011**

Sl. No.	States/UTs	2008	2009	2010	2011 (P)
1	2	3	4	5	6
1	Andhra Pradesh	12,233	12,676	13,932	13,783
2	Arunachal Pradesh	90	114	108	96
3	Assam	1,641	1,735	1,924	2,015
4	Bihar	3,514	4,038	4,513	4,676
5	Chhattisgarh	2,600	2,566	2,668	2,659
6	Goa	294	298	307	314
7	Gujarat	6,132	6,112	6,648	7,045
8	Haryana	4,071	4,227	4,168	4,255
9	Himachal Pradesh	568	760	766	735
10	Jammu & Kashmir	694	773	814	846
11	Jharkhand	1,829	2,042	2,256	2,279
12	Karnataka	7,848	7,717	8,354	8,091
13	Kerala	3,632	3,556	3,646	3,896
14	Madhya Pradesh	5,861	6,415	7,044	6,992
15	Maharashtra	10,789	10,143	11,188	11,557
16	Manipur	109	99	121	142
17	Meghalaya	103	124	131	147
18	Mizoram	53	51	63	59
19	Nagaland	57	33	24	24
20	Odisha	2,838	3,043	3,388	3,220
21	Punjab	2,840	3,216	3,282	4,483
22	Rajasthan	7,241	8,010	8,143	8,354
23	Sikkim	32	55	32	48
24	Tamil Nadu	11,813	12,727	14,241	14,359
25	Tripura	190	216	224	229
26	Uttarakhand	717	676	740	726
27	Uttar Pradesh	11,652	12,679	13,282	13,004
28	West Bengal	4,671	4,135	4,975	5,107
29	Andaman & Nicobar Islands	22	31	25	17
30	Chandigarh	144	164	132	129
31	Dadra & Nagar Haveli	62	43	61	61
32	Daman & Diu	29	32	30	33
33	Delhi	2,015	2,272	2,104	2,007
34	Lakshadweep	0	1	0	0
35	Puducherry	207	214	224	230
<b>Total</b>		<b>106,591</b>	<b>110,993</b>	<b>119,558</b>	<b>121,618</b>

P: Provisional

**Total Number of Accidents, Number of Persons Killed and Number of Persons Injured in  
Road Accidents in Urban & Rural Areas: 2011**

Sl. No.	States/UTs	Urban			Rural			Total		
		Total	Killed	Injured	Total	Killed	Injured	Total	Killed	Injured
1	2	3	4	5	6	7	8	9	10	11
1	Andhra Pradesh	19,081	5,429	21,387	25,084	9,736	34,196	44,165	15,165	55,583
2	Arunachal Pradesh	140	66	240	123	60	198	263	126	438
3	Assam	3,951	1,406	3,686	2,618	936	2,819	6,569	2,342	6,505
4	Bihar	4,746	2,238	3,176	5,927	2,852	3,907	10,673	5,090	7,083
5	Chhattisgarh	6,402	1,153	5,656	7,706	1,830	8,273	14,108	2,983	13,929
6	Goa	1,906	151	884	2,654	182	1,434	4,560	333	2,318
7	Gujarat	10,797	1,890	9,877	19,408	6,118	19,867	30,205	8,008	29,744
8	Haryana	3,907	1,644	2,561	7,221	3,118	7,166	11,128	4,762	9,727
9	Himachal Pradesh	1,153	254	2,047	1,946	818	3,415	3,099	1,072	5,462
10	Jammu & Kashmir	2,738	427	3,334	3,917	689	6,678	6,655	1,116	10,012
11	Jharkhand	2,378	1,044	1,987	3,073	1,528	2,824	5,451	2,572	4,811
12	Karnataka	18,159	2,929	19,610	26,572	6,042	39,981	44,731	8,971	59,591
13	Kerala	13,765	1,720	16,241	21,451	2,425	25,138	35,216	4,145	41,379
14	Madhya Pradesh	25,937	2,842	26,045	23,469	5,027	29,500	49,406	7,869	55,545
15	Maharashtra	39,676	3,998	17,262	28,762	9,059	28,366	68,438	13,057	45,628
16	Manipur	245	56	343	447	102	775	692	158	1,118
17	Meghalaya	305	78	266	294	134	325	599	212	591
18	Mizoram	39	23	43	58	58	172	97	81	215
19	Nagaland	39	25	107	0	0	0	39	25	107
20	Odisha	4,550	1,788	5,316	4,848	2,014	5,932	9,398	3,802	11,248
21	Punjab	2,255	1,592	1,372	4,258	3,339	2,709	6,513	4,931	4,081
22	Rajasthan	8,923	2,943	10,525	14,322	6,289	18,141	23,245	9,232	28,666
23	Sikkim	127	33	101	279	73	220	406	106	321
24	Tamil Nadu	28,387	6,222	29,129	37,486	9,200	45,116	65,873	15,422	74,245
25	Tripura	292	91	284	542	154	746	834	245	1,030
26	Uttarakhand	729	449	775	779	488	937	1,508	937	1,712
27	Uttar Pradesh	13,801	6,647	8,959	15,484	14,865	6,554	29,285	21,512	15,513
28	West Bengal	8,550	2,748	7,929	6,395	2,916	7,033	14,945	5,664	14,962
29	Andaman & Nicobar Islands	53	4	58	181	13	240	234	17	298
30	Chandigarh	367	102	330	70	34	40	437	136	370
31	Dadra & Nagar Haveli	15	7	14	88	56	196	103	63	210
32	Daman & Diu	13	6	7	37	27	30	50	33	37
33	Delhi	7,281	2,065	7,226	0	0	0	7,281	2,065	7,226
34	Lakshadweep	0	0	0	0	0	0	0	0	0
35	Puducherry	748	127	767	732	106	922	1,480	233	1,689
<b>Total</b>		<b>231,455</b>	<b>52,197</b>	<b>207,544</b>	<b>266,231</b>	<b>90,288</b>	<b>303,850</b>	<b>497,686</b>	<b>142,485</b>	<b>511,394</b>

**Total Number of Persons Killed in Road Accidents in terms of Road User Categories: 2011**

S.No	States/UTs	Pedestrians	Bicycles	Two-Wheelers	Auto-Rickshaws	Car, Taxis, Vans and Other Light and Medium Motor Vehicles	Trucks	Buses	Other Motor Vehicles	Others*	Total
1	2	3	4	5	6	7	8	9	10	11	12
1	Andhra Pradesh	1,221	366	3,330	1,965	1,684	2,319	941	1,847	1,492	15,165
2	Arunachal Pradesh	4	0	15	7	52	15	12	21	0	126
3	Assam	65	38	422	62	490	492	345	408	20	2,342
4	Bihar	72	114	858	272	1,370	953	567	514	370	5,090
5	Chhattisgarh	111	72	402	63	452	419	346	582	536	2,983
6	Goa	89	14	178	3	34	5	8	0	2	333
7	Gujarat	897	179	1,760	698	1,572	1,437	503	860	102	8,008
8	Haryana	173	384	1,126	205	657	624	233	365	995	4,762
9	Himachal Pradesh	4	0	190	4	338	160	282	94	0	1,072
10	Jammu & Kashmir	19	5	165	22	216	160	199	330	0	1,116
11	Jharkhand	223	83	413	131	288	312	377	507	238	2,572
12	Karnataka	234	86	2,426	573	1,473	1,501	808	1,188	682	8,971
13	Kerala	1,360	142	1,713	240	446	52	151	20	21	4,145
14	Madhya Pradesh	1,692	284	2,223	201	1,050	897	643	751	128	7,869
15	Maharashtra	673	423	4,791	1,002	1,979	1,166	938	1,410	675	13,057
16	Manipur	0	0	37	7	28	59	9	18	0	158
17	Meghalaya	11	10	16	1	48	67	54	12	0	219
18	Mizoram	0	0	12	2	11	30	22	4	0	81
19	Nagaland	0	0	3	4	3	3	5	7	0	25
20	Odisha	348	96	748	158	664	836	371	543	38	3,802
21	Punjab	339	269	1,719	121	1,145	393	339	490	116	4,931
22	Rajasthan	895	160	2,032	152	2,093	1,707	778	1,323	92	9,232
23	Sikkim	0	0	6	0	75	10	0	15	0	106
24	Tamil Nadu	495	1,412	5,693	431	2,417	1,608	1,616	1,488	262	15,422
25	Tripura	5	3	40	38	55	48	24	28	4	245
26	Uttarakhand	1	13	219	19	278	176	145	56	30	937
27	Uttar Pradesh	2,208	2,338	5,748	1,059	3,707	2,480	1,431	1,334	1,207	21,512
28	West Bengal	603	168	782	351	703	870	847	1,218	122	5,664
29	Andaman & Nicobar Islands	7	1	6	1	1	0	1	0	0	17
30	Chandigarh	47	21	54	5	5	0	3	0	1	136
31	D & N Haveli	16	4	28	3	5	1	1	5	0	63
32	Daman & Diu	7	1	23	1	0	1	0	0	0	33
33	Delhi	935	105	666	42	71	11	12	196	27	2,065
34	Lakshadweep	0	0	0	0	0	0	0	0	0	0
35	Puducherry	113	33	60	0	6	8	9	4	0	233
<b>Total</b>		<b>12,867</b>	<b>6,824</b>	<b>37,904</b>	<b>7,843</b>	<b>23,416</b>	<b>18,820</b>	<b>12,020</b>	<b>15,638</b>	<b>7,160</b>	<b>142,492</b>

\* Includes: Animal Drawn Vehicles, Cycle Rickshaws, Hand Carts, Rickshaws and Other Persons.

The sum total of the number of persons killed for States/UTs, which have not given the complete category-wise break-up, has been shown under 'Other Motor Vehicles' to tally the sum total with Annex III.

**Accidents Classified According to Educational Qualifications of Drivers: 2011**

S.No	States/UTs	Total No. of Road Accidents Classified according to Educational Qualification of Drivers				
		Upto 8th Standard	Standard 8-10	Standard 10 & above	Qualification not known	Total
1	2	3	4	5	6	7
1	Andhra Pradesh	10,465	13,550	20,150	0	44,165
2	Arunachal Pradesh	57	113	86	7	263
3	Assam	NR	NR	NR	6,569	6,569
4	Bihar	2,727	4,136	3,810	0	10,673
5	Chhattisgarh	2,977	6,197	4,934	0	14,108
6	Goa	808	1,537	2,215	0	4,560
7	Gujarat	6,396	9,692	9,446	4,671	30,205
8	Haryana	3,683	2,809	4,636	0	11,128
9	Himachal Pradesh	428	462	717	1,492	3,099
10	Jammu & Kashmir	1,036	780	861	3,978	6,655
11	Jharkhand	1,210	1,296	1,424	1,521	5,451
12	Karnataka	11,516	14,805	18,410	0	44,731
13	Kerala	5,434	12,898	16,884	0	35,216
14	Madhya Pradesh	12,541	16,658	20,207	0	49,406
15	Maharashtra	4,193	5,571	10,786	47,888	68,438
16	Manipur	69	195	428	0	692
17	Meghalaya	273	180	146	0	599
18	Mizoram	32	33	32	0	97
19	Nagaland	8	15	16	0	39
20	Odisha	1,783	2,952	4,663	0	9,398
21	Punjab	1,862	1,881	1,717	1,053	6,513
22	Rajasthan	6,883	7,761	6,792	1,809	23,245
23	Sikkim	103	137	166	0	406
24	Tamil Nadu	11,481	21,737	32,655	0	65,873
25	Tripura	122	333	379	0	834
26	Uttarakhand	323	472	713	0	1,508
27	Uttar Pradesh	8,223	10,090	10,782	190	29,285
28	West Bengal	967	1,418	841	11,719	14,945
29	Andaman & Nicobar Islands	5	126	103	0	234
30	Chandigarh	5	8	358	66	437
31	D & N Haveli	40	26	16	21	103
32	Daman & Diu	7	4	5	34	50
33	Delhi	NR	NR	NR	7,281	7,281
34	Lakshadweep	0	0	0	0	0
35	Puducherry	63	392	572	453	1,480
<b>Total</b>		<b>95,720</b>	<b>138,264</b>	<b>174,950</b>	<b>88,752</b>	<b>497,686</b>
		(19%)	(28%)	(35%)	(18%)	

Note: Since Assam and Delhi did not furnish break-up of data for this table, total accidents in the case of Assam and Delhi have been placed under 'Qualification Not Known'.

Figures within parentheses indicate % share in total accidents.

NR: Not reported