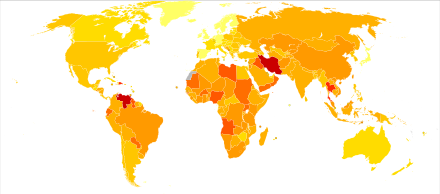
Traffic accidents in India

[](https://en.wikipedia.org/wiki/File:Road_traffic_accidents_world_map_-_Death_-_WHO2012.svg)

Death rates from [road traffic collisions by country](https://en.wikipedia.org/wiki/List_of_countries_by_traffic-related_death_rate), per 100,000 inhabitants, world map (WHO 2012). Indian traffic fatality rate was about 17 per 100,000 people.[[1]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-1)[[note 1]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-2)

  fewer than 5

  5-10

  10-15

  15-20

  20-25

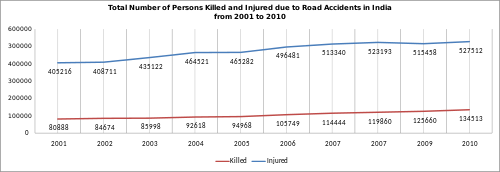
  25-30

  30-35

  35-40

  more than 40

**Traffic Collisions in India** are a major source of deaths, injuries and property damage every year. The [National Crime Records Bureau](https://en.wikipedia.org/wiki/National_Crime_Records_Bureau) (NCRB) 2016 report states there were 496,762 roads, railways and railway crossing-related traffic collisions in 2015.[[2]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-ncrb2016-3) Of these, road collisions accounted for 464,674 collisions which caused 148,707 traffic-related deaths in India.[[2]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-ncrb2016-3) The three highest total number of fatalities were reported in [Uttar Pradesh](https://en.wikipedia.org/wiki/Uttar_Pradesh), [Maharashtra](https://en.wikipedia.org/wiki/Maharashtra) and [Tamil Nadu](https://en.wikipedia.org/wiki/Tamil_Nadu), and together they accounted for about 33% of total Indian traffic fatalities in 2015.[[2]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-ncrb2016-3) Adjusted for 182.45 million vehicles[[note 2]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India" \l "cite_note-5) and its 1.31 billion population, India reported a traffic collision rate of about 0.8 per 1000 vehicles in 2015 compared to 0.9 per 1000 vehicles in 2012, and an 11.35 fatality rate per 100,000 people in 2015.[[2]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-ncrb2016-3) According to Gururaj, the top three highest traffic fatality rates per 100,000 people in 2005 were reported by Tamil Nadu, Goa and Haryana, with a male:female fatality ratio of about 5:1.[[4]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-6) The reported total fatality, rates per 100,000 people and the regional variation of traffic collisions per 100,000 people varies by source. For example, Rahul Goel in 2018 reports an India-wide average fatality rate of 11.6 per 100,000 people and Goa to be the state with the highest fatality rate.[[5]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-Goel_2018_pp._105%E2%80%93115-7)

[](https://en.wikipedia.org/wiki/File:Killed_and_Injured_due_to_Road_Accidents_(India,_2001-10).svg)

Total number of persons killed and injured due to road accidents, from 2001 to 2010

According to the 2013 global survey of traffic collisions by the UN [World Health Organization](https://en.wikipedia.org/wiki/World_Health_Organization), India suffered a road fatality rate of 16.6 per 100,000 people in 2013.[[6]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-who2015a-8) India's average traffic collision fatality rate was similar to the world average rate of 17.4 deaths per 100,000 people, less than the low-income countries which averaged 24.1 deaths per 100,000, and higher than the high-income countries which reported the lowest average rate of 9.2 deaths per 100,000 in 2013.[[7]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-WHO2015-9)

Extent of traffic collisions[[edit](https://en.wikipedia.org/w/index.php?title=Traffic_accidents_in_India&action=edit&section=1" \o "Edit section: Extent of traffic collisions)]

[Tamil Nadu](https://en.wikipedia.org/wiki/Tamil_Nadu) records the highest road collisions for a decade and its capital [Chennai](https://en.wikipedia.org/wiki/Chennai) has more collisions than any other city in India. The city has had the dubious distinction of having one of the highest rates of death from road accidents globally from as far back as the 1960s at a time when the number of vehicles in the city was a minuscule fraction of that in larger metropolises of the world such as New York and Tokyo.[[8]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-10)

|  |  |  |
| --- | --- | --- |
| **Collision data in**[**Tamil Nadu**](https://en.wikipedia.org/wiki/Tamil_Nadu) | | |
| **Year** | **Collisions** | **Casualties** |
| 2000 | 8,269 | 9,300 |
| 2001 | 8,579 | 9,571 |
| 2002 | 9,012 | 9,939 |
| 2003 | 8,393 | 9,275 |
| 2004 | 8,733 | 9,507 |
| 2005 | 8,844 | 9,760 |
| 2006 | 10,055 | 11,009 |
| 2007 | 11,034 | 12,036 |
| 2008 | 11,813 | 12,784 |
| 2009 | 12,727 | 13,746 |
| 2010 | 14,241 | 15,409 |
| 2011 | 14,359 | 15,422 |
| 2012 | 15,072 | 16,175 |
| 2013 | 14,504 | 15,563 |
| Footnote: Sources:[[9]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-11) | | |

In New Delhi, the capital of India, the frequency of traffic collisions is 40 times higher than the rate in London, the capital of the United Kingdom.[[10]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-Trehan-12)

Traffic collision-related deaths increased from 13 per hour in 2008 to 14 per hour in 2009. More than 40 per cent of these casualties are associated with motorcycles and trucks. The most collision-prone time on Indian roads is during the [peak hour](https://en.wikipedia.org/wiki/Peak_hour) at afternoon and evening.[[11]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-DW_highest-13)

According to [road traffic safety](https://en.wikipedia.org/wiki/Road_traffic_safety) experts, the actual number of casualties may be higher than what is documented, as many traffic collisions go unreported. Moreover, victims who die some time after the collision, a span of time which may vary from a few hours to several days, are not counted as car crash victims.[[11]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-DW_highest-13)

In 2015, one person dies every 4 minutes in roads collisions in India, according to NGO 'Indians for Road Safety'.[[1]](http://timesofindia.indiatimes.com/india/One-person-dies-every-4-minutes-in-road-accidents-in-India/articleshow/49300295.cms)

Contributing factors[[edit](https://en.wikipedia.org/w/index.php?title=Traffic_accidents_in_India&action=edit&section=2" \o "Edit section: Contributing factors)]

[](https://en.wikipedia.org/wiki/File:Family_transport_on_bike,_Hyderabad_India.JPG)

Unsafe travel on motorcycles in [Hyderabad](https://en.wikipedia.org/wiki/Hyderabad,_India).

The "GlobStatus Report on Road Safety" published by the [World Health Organization](https://en.wikipedia.org/wiki/World_Health_Organization) (WHO) identified the major causes of traffic collisions as driving over the [speed limit](https://en.wikipedia.org/wiki/Speed_limit), [driving under the influence](https://en.wikipedia.org/wiki/Driving_under_the_influence), and not using [helmets](https://en.wikipedia.org/wiki/Helmet) and [seat belts](https://en.wikipedia.org/wiki/Seat_belt).[[11]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-DW_highest-13) Failure to maintain lane or yield to oncoming traffic when turning are prime causes of collisions on four lane, non-access controlled [National Highways](https://en.wikipedia.org/wiki/National_Highway_(India)). The report noted users of motorcycles and motor-powered [three-wheelers](https://en.wikipedia.org/wiki/Three-wheeler) constitute the second largest group of traffic collision deaths.[[12]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-WHO-14) Footnote: Sources

Economic cost[[edit](https://en.wikipedia.org/w/index.php?title=Traffic_accidents_in_India&action=edit&section=3" \o "Edit section: Economic cost)]

[](https://en.wikipedia.org/wiki/File:Multiple_Car_Accident_-_Rabindra_Sadan_Area_-_Kolkata_2012-06-13_01320.jpg)

Multiple vehicle collision occurred on a busy road crossing at office time in Kolkata.

The [Planning Commission](https://en.wikipedia.org/wiki/Planning_Commission_(India)) in its 2001–2003 research estimated that traffic collision resulted in an annual monetary loss of $10 billion ([INR](https://en.wikipedia.org/wiki/Indian_rupee) 550 billion) during the years 1999–2000. In 2012, the [International Road Federation](https://en.wikipedia.org/wiki/International_Road_Federation) (IRF) estimated that traffic collision results in an annual monetary loss of $20 billion ([INR](https://en.wikipedia.org/wiki/Indian_rupee) 1 trillion ([short scale](https://en.wikipedia.org/wiki/Long_and_short_scales))) in India. This figure includes expenses associated with the collision victim, [property damage](https://en.wikipedia.org/wiki/Property_damage) and administration expenses.[[13]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-Road_accidents_cost-15)

Measures to reduce traffic collisions[[edit](https://en.wikipedia.org/w/index.php?title=Traffic_accidents_in_India&action=edit&section=4" \o "Edit section: Measures to reduce traffic collisions)]

The Campaign Against Drunken Driving (CADD) is an organization founded by Prince Singhal which is campaigning against driving under the influence. But this campaign has been ineffective.[[11]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-DW_highest-13) The IRF asserts that people in India's political sphere do not have the will to curb traffic collisions. Harman Singh Siddhu of ArriveSafe, an organization working for improvement in [road traffic safety](https://en.wikipedia.org/wiki/Road_traffic_safety), asserted that a general lack of respect for [traffic rules](https://en.wikipedia.org/wiki/Traffic#Traffic_regulations) in India is a contributing factor for road collisions.[[14]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-16) He also has pointed out that although the 2010s was declared by the United Nations as "Decade of Action for Road Safety", no celebration was held in India.[[13]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-Road_accidents_cost-15) [CSIR - Central Road Research Institute](http://crridom.gov.in/) has developed an online [accident recording portal](https://web.archive.org/web/20140527010359/http:/durghatna.org/). The main purpose of this portal is to encourage people to report the collisions they see. A group of Indian Researchers have developed a low-cost device which prevents automobile drivers from receiving or making cellphone calls when at wheel, but allows calls to other passengers in the vehicle.[[15]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-17)

Road safety policies in India[[edit](https://en.wikipedia.org/w/index.php?title=Traffic_accidents_in_India&action=edit&section=5" \o "Edit section: Road safety policies in India)]

[Road safety](https://en.wikipedia.org/wiki/Road_traffic_safety) is emerging as a major social concern in the country and the Indian government has been attempting to tackle this crucial issue for several years. The [Road Transport and Safety Bill 2014](https://en.wikipedia.org/wiki/Road_Transport_and_Safety_Bill) was to provide a framework for safer, faster, cost-effective and inclusive movement of passengers and freight in India. In July 2015, Indian Prime Minister [Narendra Modi](https://en.wikipedia.org/wiki/Narendra_Modi" \o "Narendra Modi) said his government will soon introduce laws to enhance road safety as traffic fatalities and injuries mount.[[16]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-18) A new Road Transport and Safety Bill is under preparation and a group of experts underlined the "urgent" need of a comprehensive national road safety legislation.[[17]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-19)

Embarq India, an initiative from the [World Resources Institute](https://en.wikipedia.org/wiki/World_Resources_Institute) (WRI),[[18]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India" \l "cite_note-20) has developed significant expertise in conducting road safety audits on a number of [bus rapid transit](https://en.wikipedia.org/wiki/Bus_rapid_transit) systems in India. Arrive SAFE is a [NGO](https://en.wikipedia.org/wiki/Non-governmental_organization) who works as a pressure group to give a wake-up call to authorities concerned and shake the bad driving habits of Indian people.[[19]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-21) Indian driving schools focus on youth to enhance the art and skill of efficient driving.[[20]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-22)

Many multinational companies fund NGOs as part of their own road safety initiatives:

[Maruti Suzuki](https://en.wikipedia.org/wiki/Maruti_Suzuki) closely works with Ministry of Tribal Development in Gujarat to train young people in driving.

[Michelin](https://en.wikipedia.org/wiki/Michelin), co-founder of the Global Road Safety Initiatives (GRSI), has established, in India, an innovative partnership with the foundation of PVR Cinemas, PVR Nest as part of its CineArt "Steer to Safety" program to educate and empower children about road safety. Through this platform, children learn how to prevent and/or manage in emergency situations on Indian roads.

[Henkel](https://en.wikipedia.org/wiki/Henkel) has launched a road safety initiative in an effort to address the topical issue of safety standards on the road in India.

List of major collisions[[edit](https://en.wikipedia.org/w/index.php?title=Traffic_accidents_in_India&action=edit&section=6)]

* On 5 February 2016, at least 37 people died and 24 others were injured in [Gujarat](https://en.wikipedia.org/wiki/Gujarat) after a passenger bus plunged off a bridge over the [Purna River](https://en.wikipedia.org/wiki/Purna_River_(tributary_of_Tapti)" \o "Purna River (tributary of Tapti)).[[21]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-23)[[22]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-24)[[23]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-25)[[24]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-26)[[25]](https://en.wikipedia.org/wiki/Traffic_accidents_in_India#cite_note-27)
* 30 people were killed on 24 November 2018 when a bus plunged into [Vishweshwaraiah](https://en.wikipedia.org/wiki/M._Visvesvaraya" \o "M. Visvesvaraya) Canal near [Pandavapura](https://en.wikipedia.org/wiki/Pandavapura" \o "Pandavapura), [Mandya district](https://en.wikipedia.org/wiki/Mandya_district" \o "Mandya district), [Karnataka](https://en.wikipedia.org/wiki/Karnataka).