

ROAD ACCIDENT RECORDING FORMS A-1 AND A-4

(Second Revision)



**INDIAN ROADS CONGRESS
2012**



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**ROAD ACCIDENT RECORDING
FORMS A-1 AND A-4**
(Second Revision)

Published by :

INDIAN ROADS CONGRESS

Kama Koti, Marg,
Sector 6, R.K. Puram,
New Delhi - 110 022

MAY, 2012

Price ₹ 200/-
(Plus Packing & Postage)

First Published : August, 1973
First Revision : September, 1982
Reprinted : June, 2009
Second Revision : May, 2012

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ROAD ACCIDENT RECORDING FORM A1 AND A4

1 INTRODUCTION

Road Accident data is the base measure of safety and without it the scale and nature of road safety problems cannot be established with certainty. The existence of a reliable accident database is thus a crucial element in the management of road safety. Considering this, Transport Planning, Traffic Engineering and Road Safety (H-1) Committee of Indian Roads Congress has constituted a Sub-group as under to revise the existing Road Accident Form A1 and A4:

- i) Dr. Nishi Mittal - Convenor, Road Safety Group
- ii) Dr. GeetamTiwari - Member, H-1 Committee
- iii) Ms. Nimisha Pal - Member, H-1 Committee

The sub-group used the available theory and research for carrying out the set task. The Transport Research Wing of Ministry of Road Transport and Highways was also consulted in respect to current practice, methodology followed by them in collection and compilation of accident data, requisite data collection forms etc. The draft document was discussed in a number of meetings of Transport Planning, Traffic Engineering and Road Safety Committee (H-1) of Indian Roads Congress (personnel given below) and finally approved during its meeting held on 13th September, 2011 for placing before the Highways Specifications and Standards Committee.

- | | |
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(Yadav VSM, Dr. V.K.)

Director General (RD)

(Indoria, R.P.)

Spl. Secretary, MoRT&H &
Secretary General, IRC

Thereafter, the draft document was approved by the Highways Specifications and Standards Committee (HSS) in its meeting held on 23rd September, 2011 for placing before the Council. The draft was finally approved by the IRC Council in its meeting held on 3rd November, 2011 at Lucknow.

There are several different groups of people with road safety interests who require accident data. These include road safety officers, highway engineers, the police, lawyers, research groups, politicians, teachers, statisticians, insurance companies and members of the public. They all tend to have slightly differing needs and reasons for wanting the data. These include:

- The investigation of particular sites or road user groups
- Designing safety schemes / devices
- Justification for highway planning
- Enforcement planning or prosecutions
- Education and training and
- Insurance claims

However, the common underlying aim whatever the above purpose should be to acquire as much relevant knowledge as possible from the data to help prevent accidents of similar nature from occurring in the future. To satisfy fully all the needs mentioned above may mean recording a rather large number of features about every accident. In order to do this, it is not only essential to have a reliable accident database but also one which is as comprehensive as possible.

2 NEED FOR REVISION OF ACCIDENT RECORDING FORM

The system of accident data collection in the country remains inconsistent and irregular as there is neither uniform data collection formats nor any robust system of regular and systematic data retrieval which is dependable and meaningful. The Transport Planning, Traffic Engineering and Road Safety Committee (H-1) of Indian Roads Congress desired that Road Safety Group may revise the existing A-1 & A-4 Accident Recording Forms with the basic aim of making them user-friendly by possibly reducing the quantum size of information asked for in these forms and at the same time recording all the information that will be required for mass reporting which can help in developing indicators for carrying out detailed accident investigations at a subsequent stage.

3 USE AND RECORDING OF ACCIDENT INFORMATION

There are four basic elements or processes to the way in which an accident database is assembled and utilized.

- Accident reporting and recording system
- Accident data storage and retrieval system
- Accident analysis system and
- Dissemination of data

Accident investigation is generally carried out at different levels. The main three levels of accident investigation could be identified as: (1) Reporting, where various facts related to accident are recorded for the official accident record, (2) Investigation which involve collecting additional information from accident spot/scene, witnesses and people involved in accident, sequence of events after the occurrence of accident (sometimes spreading over a period of time), and (3) Cause Analysis where the effort is to determine 'why the accident occurred i.e. the combination of circumstances that caused a road operations system and human/vehicle condition to break down at the time and place of accident with resultant injury and damage. It is therefore understood that only collection of facts and no opinion is required to be reported at the first two levels while at level 3 of the accident investigation, various other details required for developing a framework for accident cause analysis are carried out.

The basic aim and use of recording of accident information is :

- i) Compilation of basic accident data at national level.
- ii) Basic Analysis of Accidents to identify the accident blackspots and effective road safety countermeasures.

4 SOURCE OF ACCIDENT DATA

The best source of validated accident data will be the police force: either the policemen attending the scene of an accident or the officer at a police station who receives the report by the involved parties/witnesses. Very careful thought should be given to the information asked for in a accident repairing system. These must contain sufficient information to meet local, regional and national data needs, accident investigators and court requirements.

In practice the police obviously need to strike the right balance between the amount of detail they record about each accident and their ability to do so in terms of their available time and in certain aspects their expertise. The prime objectives of the data for police use (i.e. prosecutions and enforcement strategies) will invariably have a strong influence on the details recorded. Various information, which is of greater value to engineers or researchers, will need to be kept to an absolute minimum otherwise the paperwork for the police will become too enormous a task and thus less likely to be complete or reliable.

For the collection of detailed accident related information, a separate system (either within the police or with the road owning agency) may have to be created which can collect and carry out detailed investigations for certain types of accidents at certain type of locations or for certain type of accidents through special and regular programs/projects.

5 PROCESS OF ACCIDENT RECORDING IN INDIA

All the accidents in India are reported like any other crime and written on First Information Report (FIR) along with preparation of daily diary and case report, which generally covers a detailed

account of the accident spot and statements of witnesses, victims and vehicles involved in a particular road accident. However most of the traffic police departments do not have computerized accident recording units and, therefore, the accident storage and retrieval system is also quite poor. In most of the states, it is recorded manually on some register and only one person is responsible for keeping the records. Also, the uniformity in recording accident data is sometimes not maintained. Very few states publish their annual accident statistics in a comprehensive way essential from road safety point of view. Also, the awareness about the utility of the accident statistics is very low and there is lack of trained skilled personnel for this work.

As the data is not computerized, hardly any meaningful accident analysis is done to find out the accident black-spots, vulnerable road users, age and socio-economic background of drivers and other road users involved in accidents, causes of accidents etc. which are so essential for taking preventive measures. Road accident data is hardly used for taking appropriate traffic enforcement measures.

6 HISTORY OF ACCIDENT RECORDING/INVESTIGATION FORM IN INDIA

The need for keeping reliable and comprehensive road traffic crash records has been recognized in India. The earliest form A-1 for recording road crash related information was suggested at the fourth meeting of the Transport Advisory Council held in Delhi in July, 1939. But this form did not help the police to prepare accurate and intelligible reports. So, in November, 1945, the Govt. of India prepared a new form A-2 which was simpler and was better received in the then Provinces. However, it did not contain the classification of accidents into fatal and non-fatal. In 1955, the form was again reviewed. It remained same but it was numbered as form A-4 thereafter. In October, 1959, under the auspices of Economic Commission for Asia and the Far East (ECAFE), a new form based on the study of Accident reports forms being used in Japan, New Zealand, Philippines, Indonesia and British overseas territories was recommended. In 1962, Committee on Motor Vehicle Insurance appointed by Govt. of India recommended the use of the form recommended by ECAFE.

Another revision was brought out by the Indian Roads Congress (IRC) in 1982 and these forms were called A-1 and A-4 forms. The Traffic Engineering Committee recommended these forms for uniform adoption in the country by the police and other traffic authorities who collect and maintain road accident statistics. The revised coded proforma for reporting road accidents was designed to facilitate mechanical analysis and the punch card system was recommended for analyzing road accident data.

Despite these procedures, the database maintained by traffic police has been found to be grossly inadequate from the point of view of recommended accident preventive measures. The form recommended by IRC is not being used by most police departments as it is understood to be too lengthy and cumbersome to fill.

7 LEARNINGS FROM VARIOUS RESEARCH AND DISCUSSIONS ON ROAD ACCIDENT DATA COLLECTION

H-1 Committee desired that view point of all the stakeholders may be sought before revising the forms. Accordingly, National Workshop on “Accident Recording and Analysis Procedures in India” was organized on 9th July, 2010 at CRRI in which representatives of all National Accident collecting organizations like MoSRT&H, NHAI, NCCRB, BPRD, Heads of Traffic

Police Departments of different cities, IIT's ICMR, NGO's and private consultants were invited. The accident data collection system prevailing at present at National, State and City level was presented and panel discussions were also held aimed at finalizing simplified version of accident reporting format.

CRRI had revised the Accident Recording Form in 1988 and IIT, Delhi had also carried out some research studies on this aspect. In 2006 CRRI, under CSIR Network project, carried out a research project on Accident Recording and Analysis Procedures in India. In this project national and international data recording systems were reviewed and simplified accident recording form was devised. Some of the recommendations suggested in this study were :

7.1 *Creating Awareness*

The awareness regarding the usefulness of accident statistics is to be created. At present, accident reporting and analysis work is given a very low priority in most of the Traffic Police organizations and only one or two persons are deployed in maintaining the records of accidents. The policy makers, planners, engineers, enforcement agencies, insurance companies, vehicle manufacturers all are awfully unaware of the utility of good accidents data.

7.2 *Use of Simplified Form for National Accident Statistics*

For National data on accident recording a simple uniform form has to be used by all the states. At present, there is wide discrepancy in the accident statistics reported by MoSRTH, National Crime Bureau and different city Traffic Police organizations which can be removed by following a simpler and easy to fill form for some important national accident parameters. The parameters should be selected based on the viewpoint of different stakeholders of road safety.

7.3 *Creating Special Accident Recording & Investigation Units*

In every Traffic Police organization, a special team is to be created for accident recording and analysis work and they should be specifically trained for it. Barring few cities like Delhi, Bangalore, Kolkata etc. other cities do not use computerized accident recording and analysis system. These units be linked to the National Accident Data Centre so that the data can be transferred on-line and there is not time lag in publishing the national accident records as is the case at present. There is a need to have single unified form for all and it has to be computerized. The trained personnel should have permanent posting in these units. These units should possess trained personnel, computers, accident analysis softwares etc.

7.4 *Involving Research Institutes & NGO's*

For in-depth analysis, some fatal accidents are to be analysed by research Institutes or some other NGO's. One department should take over this work so as to evolve scientific road safety countermeasures. Every year some minimum number of fatal accidents should be analysed in detail and should be stored. This will help in identifying accident black-spots, vulnerable road users, faulty road user behavior, vehicle defects and the like and based on this, some scientific road safety countermeasures suited to the local environments can be applied.

7.5 Dissemination of Accident Data

The accident data dissemination should be done scientifically. The user agencies of accident data are to be identified and they should be involved in the accident reporting and analysis work.

7.6 Creating National Accident Data Bank

Every state should be asked to computerize its accident recording and analysis work and this data should be transferred at least quarterly if not monthly to the national data bank. There has to be some system of rewards or penalty for complying and non-complying states for this work. At the National Accident Data Bank, a team of specialized personnel should analyse the data and publish the data. It should disseminate this information to all the user agencies and it should be available on their websites.

8 PRESENT REVISION OF ACCIDENT RECORDING/ INVESTIGATION FORM

Based on these various inputs and further discussions within the H-1 committee, the sub group designed and formulated revised A-1 and A-4 forms. The new form is mainly designed to record various facts related to an accident covering the general identification details, road features where accident occurred along with important details related to vehicle, victims and property damage involved in a particular accident, while at the same time keeping the data entry / recording process simple and less time consuming. Additionally, the A-1 form has been designed to be 'Optical Character Readable (OCR)' which can further reduce the time taken for manually entering the data into a computerized system.

Similarly A-4 form has been revised in view of obtaining analysis tables important from macro perspective. The form A-4 is totally based on the information collected/reported in form A-1. The revised A-1 and A-4 forms are placed below.

9 DEFINITIONS

Road Accident : An accident (collision, overturning or slipping) which occurred or originated on a road open to public traffic resulting in either injury or loss of life, or damage to property, in which at least one moving vehicle was involved.

Person Killed : Any person who was killed outright on the spot in the accident or whose death could be directly traced to the injury received in the accident within 30 days of occurrence of the accident.

Fatal Accident : An accident in which one or more persons were killed.

Grievously Injured Person : A person who has received grievous injuries (in accident) such as fractures, concussions, internal lesions, crushing, severe cuts and lacerations, severe general shock requiring medical treatment and any other serious lesions requiring detention in hospital. Also those hurt grievously defined in I.P.C. in accidents, as reproduced below :

- i) Emasculation.
- ii) Permanent privation of the sight of either eye.

- iii) Permanent privation of hearing of either ear.
- iv) Privation of any member or joint.
- v) Destruction or permanent impairing of the powers of any member or joint.
- vi) Permanent disfigurement of the head or face.
- vii) Fracture or dislocation of a bone or tooth.
- viii) Any hurt which endangers life or which causes the sufferer to be, during the space of twenty days, in severe bodily pain, or unable to follow his ordinary pursuits.

Minor Injury Accidents : Accidents in which persons received only minor injuries or bruises or sprains and do not require hospitalization i.e. only first aid is needed.

Non Injury Accidents : Accidents in which no one was killed or injured. However, some property damage took place.

Pedestrian : Any person other than a driver or passenger. Persons in or operating pedestrian conveyance such as perambulator, invalid chair without engine, push cart, etc. or pulling a cycle are Pedestrians. Persons attending to a vehicle (e.g. for change or tyre, repairing engine, etc.) moving on roller skates, etc. are also Pedestrians.

Driver : Any person who drives a vehicle or rides a pack or saddle animal.

Passenger : Any person, other than a driver, who is in or on a vehicle.

Motor Vehicle : Mechanically propelled road vehicle including tractors and cycles fitted with auxiliary engines.

Cycles : Two-wheeled or three-wheeled road vehicle fitted with pedals and using human energy as its sole means of propulsion.

Motor Cycle : A motor operated vehicle with two wheels more than 450 mm in diameter without pedal operation.

Motor Car : A free-wheeled self-propelled vehicle designed for the transportation of persons but limited in seating capacity to not more than 7 passengers.

Motor Car (Taxi) : A motor car constructed, adapted, or used to carry not more than six passengers excluding the driver for hire or reward.

Auto Rickshaw : A motor operated vehicle with three wheels less than 450 mm in diameter without pedal operation.

Scooter : A motor operated vehicle with two wheels less than 450 mm in diameter without pedal operation.

Light Commercial Vehicles (LCVs) : Usually referred to goods and carriage vehicles with a light capacity with a maximum permissible capacity of 3.5 tonnes of mass.

Articulated Goods Vehicles : A semi-trailer truck or articulated truck consisting of a towing engine and a semi-trailer (plus possible additional trailers) that carries the freight.

ROAD ACCIDENT RECORDING FORM A1

A. Accident Identification Details

1. State	<input type="text"/> <input type="text"/>	2. District	<input type="text"/> <input type="text"/>	3. FIR No.	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>
4. Police Station	<input type="text"/>				
5. Time of Accident (Hrs. : Minutes)	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>			6. Date of Accident	Day Month Year <input type="text"/> <input type="text"/> <input type="text"/>
7. Type of Area	8. Type of Accident			9. No. of Vehicles Involved	
1. Urban 2. Rural 3. Other	1. Fatal			10. No. of Fatalities <input type="text"/> <input type="text"/>	
	2. Injury needing hospitalisation			11. No. of Injured needing Hospitalisation <input type="text"/> <input type="text"/>	
	3. Injury not needing hospitalisation			12. No. of Injured not needing Hospitalisation <input type="text"/> <input type="text"/>	
	4. Damage to Property				
13. Hit and Run	14. Ongoing Road Works			15. Type of Weather	
1. Yes 2. No	1. Yes 2. No			1. Fine/Clear 2. Rainy 3. Foggy 4. Other	

16. Type of Collision

- | | | |
|----------------------|------------------------------|---------------------|
| 1. Hit Pedestrian | 4. Hit from Side | 7. Run Off the Road |
| 2. Head on Collision | 5. Hit Fix/Stationary Object | 8. Other |
| 3. Hit from Back | 6. Overturn | |

B. Details of Accident Stretch/Location

17. City/Town/Village	<input type="text"/>				
18. Road Name	<input type="text"/>				
19. Road Type	20. Road Number			<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	
1. Expressway 2. National Highway 3. State Highway 4. Other Rural Highways 5. Urban Arterial 6. Other Urban Roads 7. Unknown	21. No. of Lanes			<input type="text"/>	
	22 Physical Divider Present			1. Yes 2. No	
					23. Type of Road Surface
					1. Paved 2. Unpaved

E. Details of Victims involved in Accident:

Instructions for Filling Accident Data Recording Form A1

A. Accident Identification Details

1. Fill in Name of State as two character format (as in Registration plate). For example, Delhi will be coded as DL, Tamilnadu as TN, Kerala as KL, Maharashtra as MH etc.
2. Fill in Two digit District number as used in vehicle registration numbering
3. Fill in FIR number as in police records
4. Fill in name of police station under whose jurisdiction accident has occurred and is investigated
5. Fill in the time in 24 hour clock in hours and minutes. For example, 9 O'clock in the morning to be filled in as 0900 and 6 O'Clock in the evening to be filled in as 1800
6. Fill in date of Accident in DDMMYY format
7. Please tick the appropriate code
8. Please tick the appropriate code
9. Fill in number of moving vehicles directly involved in accident
10. Fill in number of fatalities in the reported accident
11. Fill in number of injured persons hospitalised in the reported accident
12. Fill in number of injured persons not hospitalised in the reported accident
13. Please tick appropriate code
14. Please tick appropriate code
15. Please tick appropriate code
16. Please tick appropriate code

B. Details of Accident Stretch/Location

17. Fill in name of City/Town/Village where accident has occurred. Each box to contain one character each.
18. Fill in name of road where accident has occurred, more relevant for urban area accidents.
19. Please tick appropriate code
20. Fill in road number e.g., XNH08 for NH-8, XSH17 for State Highways SH-17 etc.
21. Fill in number of lanes of the road where accident has occurred
22. Please tick appropriate code
23. Please tick appropriate code

24. Please tick appropriate code
25. Fill in road chainage, in the format XXX kilometers XXX meters
26. Fill in GPS location in terms of Longitude and Latitude, as seen from the hand held GPS instrument

C. Damage to Property

27. Please tick appropriate code

D. Details of Vehicles involved in Accident (One row for one vehicle)

28. Write Sl. No. of vehicle as appropriate. If there are three vehicles involved in the accident, then three rows will be filled, one row each for one vehicle
29. Write type of vehicle as per coding instructions given there
30. Write registration number of particular vehicle
31. Write disposition of vehicle as per coding instructions given there
32. Write load condition of vehicle as per coding instructions given there
33. Write type of traffic violations by vehicle as per coding instructions given there
34. Write about presence of mechanical failure a per coding instructions given there

E. Details of Victims (including drivers) involved in Accident

35. Write Sl. No. of victim as appropriate. If there are two victims, only two rows will be filled, one row for each victim
36. Write appropriate code for type of victim as per given coding instructions
37. Write appropriate code for sex as per coding instructions
38. Write age of victim in numbers
39. Write vehicle Sl. No. which was driven or occupied by the particular victim
40. Write driving license number of particular victim, if victim is driver
41. Write vehicle Sl. No., by which particular victim is impacted
42. Write appropriate code for type of Injury as per coding instructions given there
43. Write appropriate code for use of safety device as per coding instructions given there
44. Write appropriate code for presence of alcohol/drugs as per coding instructions given there

ROAD ACCIDENT FORM - A4

Statement containing particulars of road accidents in the State of _____
 For the year ending December, _____

1 TOTAL NUMBER OF ACCIDENTS CLASSIFIED ACCORDING TO MONTH OF THE YEAR

Month	Number of Accidents				
	Fatal	Injury needing Hospitalisation	Injury not needing Hospitalisation	Damage to Property	Total
1. January					
2. February					
3. March					
4. April					
5. May					
6. June					
7. July					
8. August					
9. September					
10. October					
11. November					
12. December					
Total					

2 ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF AREA AND TIME

Time	Number of Accidents						RURAL			
	URBAN			Total	Fatal	Injury needing Hospitalisation	Injury not needing Hospitalisation	Damage to Property	Injury not needing Hospitalisation	Damage to Property
0600-0700										
0700-0800										
0800-0900										
0900-1000										
1000-1100										
1100-1200										
1200-1300										
1300-1400										
1400-1500										
1500-1600										
1600-1700										
1700-1800										
1800-1900										
1900-2000										
2000-2100										
2100-2200										
2200-2300										
2300-2400										
2400-0100										
0100-0200										
0200-0300										
0300-0400										
0400-0500										
0500-0600										

3 ACCIDENTS ACCORDING TO CLASSIFICATION OF ROAD

Classification of Road	Number of Accidents				
	Fatal	Injury needing Hospitalisation	Injury not needing Hospitalisation	Damage to Property	Total
1. Expressways					
2. National Highways					
3. State Highways					
4. Other Rural Roads					
5. Urban Arterial Roads					
6. Other Urban Roads					
7. Total					

4 ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION

NUMBER OF FATALITIES	Number of Accidents				
	Fatal	Injury needing hospitalisation	Injury not needing hospitalisation	Damage to Property	Total
Head on Collision					
Hit from Back					
Hit from Side					
Overturn					
Hit Fix Object					
Hit Pedestrian					
Run off the road					
Unknown /Hit & Run					
Total					

5 ACCIDENTS CLASSIFIED ACCORDING TO WEATHER CONDITIONS

Location	Number of Accidents				
	Fatal	Injury needing Hospitalisation	Injury not needing Hospitalisation	Damage to Property	Total
1. Fine/Clear					
2. Rainy					
3. Foggy					
4. Other					
5. Total					

6 ACCIDENTS CLASSIFIED ACCORDING TO LOCATION OF ACCIDENT SPOT

Driver Details	Number of Accidents				
	Fatal	Injury needing Hospitalisation	Injury not needing Hospitalisation	Damage to Property	Total
1. Road Section					
2. At/Near Junction					
3. Others					
4. Total					

**7 ACCIDENT CLASSIFIED ACCORDING TO AGE PROFILE OF VICTIM
(INCLUDING DRIVERS)**

Driver Details	Number of Accidents				
	Fatal	Injury needing Hospitalisation	Injury not needing Hospitalisation	Damage to Property	Total
(A) Sex					
Male					
Female					
(B) Age					
1. Under 18 years					
2. 18 – 25 years					
3. 26 – 40 years					
4. 41 – 60 years					
5. Age above 60					
(C) License					
1. Proper License					
2. No/Expired License					

**8 ACCIDENTS CLASSIFIED ACCORDING TO THE PRESENCE OF ALCOHOL &
SAFETY DEVICE PROFILE OF VICTIM**

INJURY PROFILE OF VICTIM	Number of Accidents				
	Fatal	Injury needing Hospitalisation	Injury not needing Hospitalisation	Damage to Property	Total
(A) Presence of Alcohol & Drugs 1. Yes 2. No 3. Unknown 4. Total					
(B) Use of Requisite Safety Devices 1. Yes 2. No 3. Unknown 4. Total					

9 ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF VICTIM, AGE AND SEX

TYPE OF VICTIM	Number of Accidents								
	Fatal		Injury needing Hospitalisation		Injury not needing Hospitalisation		Damage to Property		Total
	Male	Female	Male	Female	Male	Female	Male	Female	
1. Driver									
	<18 years								
	18-25 years								
	25-40 years								
	40-60 years								
	>60 years								
2. Passenger									
	<18 years								
	18-25 years								
	25-40 years								
	40-60 years								
	>60 years								

3. Pedestrian	
<18 years	
18-25 years	
25-40 years	
40-60 years	
>60 years	
4. Cyclist	
<18 years	
18-25 years	
25-40 years	
40-60 years	
>60 years	
5. Total	
<18 years	
18-25 years	
25-40 years	
40-60 years	
>60 years	

10 ACCIDENTS CLASSIFIED ACCORDING TO NATURE OF TRAFFIC VIOLATIONS

Traffic Violations by involved vehicle (s)	Number of Accidents				
	Fatal	Injury needing Hospitalisation	Injury not needing Hospitalisation	Damage to Property	Total
1. Over-Speeding					
2. Jumping Red Lights					
3. Driving on Wrong Side					
4. Unknown					
5. Not Applicable					
6. Total					

**11 ACCIDENTS CLASSIFIED ACCORDING TO LOAD CONDITION OF
INVOLVED VEHICLE(S)**

Load Condition	Number of Accidents				
	Fatal	Injury needing Hospitalisation	Injury not needing Hospitalisation	Damage to Property	Total
1. Normally Loaded					
2. Overloaded/ Hanging					
3. Empty					
4. Unknown					
5. Total					

**12 ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF VEHICLE
INVOLVED IN ACCIDENT**

Type of Vehicle	Number of Accidents				
	Fatal	Injury needing Hospitalisation	Injury not needing Hospitalisation	Damage to Property	Total
1. Motorised two Wheeler					
2. Auto Rickshaw					
3. Car/Jeep/Van/Taxi					
4. Bus					
5. Light Truck					
6. Heavy Articulated Truck					
7. Tempo/Tractor					
8. Bicycle					
9. Cycle Rickshaw					
10. Hand Drawn Cart					
11. Animal Drawn Cart					
12. Total					

13 ACCIDENTS CLASSIFIED ACCORDING TO AGE OF VEHICLE

Type of Vehicle	Number of Accidents				
	Fatal	Injury needing Hospitalisation	Injury not needing Hospitalisation	Damage to Property	Total
1. Less than 5 years					
2. 5-10 years					
3. 10.1-15 years					
4. > 15 years					
5. Total					

(The Official amendments to this document would be published by the IRC in its periodical, 'Indian Highways' which shall be considered as effective and as part of the code/guidelines/manual etc. from the date specified therein)