Road Accidents in Maharashtra-2018

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FOREWORD

In 2015, India became a signatory to **Brasilia Declaration** on Road Safety, where it committed to reduce 50 % of its road crash deaths by 2020. In India, road crashes kill about 1,50,000 person every year. In Maharashtra, over 13,000 deaths occur due to road traffic collisions while over 20,000 people sustain non-fatal injuries from such accidents. These injuries are often, responsible for causing various kinds of disabilities. Loss of Life and property due to traffic accidents also negatively affects gross national productivity, impacting the economy at macro levels.

The continual increase in vehicular population and capacity limitations of existing road networks, carriageways have resulted in immense challenges in traffic management, especially in cities. The challenge of preventing accident is very acute in highway transportation due to complex flow patterns of vehicular traffic; mixed traffic along with pedestrians; noncompliance of traffic riles; road infrastructure issues etc which aggravate the situation. These are causative factors leading to accidents, road rages, flare-ups and altercations among/ between road users and enforcements authorities.

'Road Accidents in Maharashtra -2018', provides statistical information on Road Accidents and reasons thereby of such mishaps in urban and rural areas. I hope the information helps the Police Force to develop strategic and tactical plan for reducing road accidents and fatalities. It will also help all stakeholders like road engineers in identifying accident-prone areas and implement requisite short-term and long-term measures to eliminate primary causes.

Breakthrough technologies and innovative application need to be harnessed to provide safer roads, at optimal costs. Deploying data sciences and analytics to understand and interpret nuances of the endless information at our disposal made available through this statistical presentation will help us in taking the first step in bringing about the much desired change in curbing fatalities on road.

Subodh K. Jaiswal

(S. K. Jaiswal)
Director General of Police
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PREFACE

India, with just 3% of the world's vehicles, accounts for about 12% of the world's road deaths! The human cost involved in this is enormous, and so is its impact on the economy. A World Bank study has found that if India were to successfully halve road deaths and injuries, it could potentially add 14% to its GDP per capita.

Maharashtra has the largest road network in India connected to 6 neighbouring States. The length of National Highways in Maharashtra is around 17,725 km. Maharashtra has a large State Highway Network. 99.5 per cent of the villages in the state were connected by all-weather roads as of March 2018.

Road accidents in Maharashtra in 2018 have resulted in over 13,000 deaths, the highest in the last three years, and around 80 per cent of these were caused due to human error. A major part of this was caused by rash driving, over speeding, signal jumping, not wearing helmet or seat-belt, driving against the traffic flow and overtaking dangerously. A huge 66 per cent of the fatalities comprise of pedestrians, two-wheeler riders and cyclists combined.

Reasons: The State of Maharashtra has its own unique characteristics in terms of vehicles on the road. Presence of Heavy Industries, Major Agricultural Districts, Ports, Metropolitan Cities, Major Educational Hubs, Commercial Capital of India (Mumbai) results in varied modes of transport and vehicles on the roads of Maharashtra. This coming together of Heavy Vehicular Traffic, Fast Moving High-end Vehicles and susceptible Road Users creates a huge risk factor due to increased vulnerabilities leading to crashes. Additionally, complete disregard of Personal Safety by road users by not wearing Helmets, Seat Belts, and utter disrespect of Traffic Rules exacerbate the situation further, leading to higher fatalities and grievous injuries.

Road Crashes are both predictable as well as preventable. As per WHO, a safe system on road protects responsible road users from death and serious injury by taking human error and frailty into account. In other words, it acknowledges that humans will make mistakes on the road, but the price they pay for this mistake should not be death or serious injury.

Unfortunately, the impact of vehicle accidents on the underprivileged is often disproportionate. Pedestrians, cyclists and motorcyclists, usually hailing from low and middle income strata, account for more than 50 % of the road traffic deaths in India. Road accidents can affect people's livelihood and push them into poverty. Studies show that poor households go into debt by borrowing money to cope with the additional medical expenses, in addition to losing income after an accident.

With a right blend of interventions viz. Engineering, Education & Awareness and Enforcement, it is definitely possible to bring down these daunting figures. Containing road accidents needs to be a multi-sectorial effort that involves law enforcement, governance, engineering, awareness, post-accident trauma

care and management. Hence, impetus should be on making roads safer by improving infrastructure on highways, patrolling the roads and highways, carrying out research into road safety, upgrading post-accident care, and raising awareness about road safety.

Establishing and maintaining a data management system that monitors and analyses road accidents will help identify accident hot spots and enable the authorities to pin point what needs to be done to make these patches safer. Broadening the scope of monitoring and analyses can help us open up the

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OVERVIEW

Roads, across the globe, see varied users ranging from cars, cabs, buses, trucks, motorcycles, mopeds, bicycles, carts, pedestrians, animals, pets, and a lot more. The economic and social development of a country has direct relation to its road infrastructure and the travel and transport supported by it. Ironically, each year, these very means of development also bring with it several miseries. Road crashes lead to millions of deaths and injuries.

Each year, a staggering 1.35 million people are killed on roadways around the world. An additional 20-50 million are injured or disabled. Road accidents are estimated to be the eighth leading cause of death globally for all age groups and the leading cause of death for children and young people in the 5–29 age groups. More than half of all road traffic deaths occur among young adults aged 15-44. More than half of all road traffic deaths are among vulnerable road users viz, pedestrians, cyclists, and motorcyclists.

It may be noted that over 90% of all road fatalities occur in low and middle-income countries, which have less than half of the world's vehicles. Road traffic injuries not only cause considerable economic losses to individuals and their families but also to nations as a whole. These losses arise from the cost of treatment as well as lost productivity for those killed or disabled by their injuries, and for family members who need to take time off work or school to care for the injured. Road traffic crashes alone cost most countries an alarming 3% of their gross domestic product.

National Trend:

Since the year 2000, while road network in the country has grown by 39%, the number of registered vehicles has grown incredibly, by about 158%. While growth in road network will be limited, a constant increase in the number of vehicles on roads leads to congestion and road fatalities. In 2015 alone, there were about five lakh road accidents in India, which killed approx 1.5 lakh people and injured almost five lakh people.

Incidentally, impact of road accidents on the underprivileged is often quite disturbing and unsettling. Pedestrians, cyclists and motorcyclists, usually hailing from low-and middle-income strata, account for more than 50 percent of the road traffic deaths in India. Road accidents affect people's livelihood and push them into poverty. Studies show that the poor households go into debt by borrowing money to cope with the additional medical expenses, in addition to losing income after an accident.

India, as a signatory to the Brasilia Declaration, intends to reduce road accidents and traffic fatalities by 50% by the year 2020. Globally, India is ranked 90th in road quality and safety.

Maharashtra Trends:

Maharashtra has the largest road network in India. 34 National Highways connect Maharashtra to its six neighbouring States. The length of National Highways in Maharashtra is around 17,500 KMs and length of state highway is around 35,000 KMs. In April 2002, the 95 km long Yeshwantrao Chavan Mumbai-Pune Expressway, the first access controlled toll road project in India, was made fully operational. Nintynine per cent of the villages in the state are connected by all-weather roads as of March 2018.

The Maharashtra State Road Transport Corporation (MSRTC) has been providing passenger road transport service in the public sector since 1948, linking most of the towns and villages in and around the State with a large network, operating more than 18,000 buses. These buses, popularly called ST (State Transport), are the preferred mode of transport for much of the populace. In addition to the government run buses, privately run buses also ply between major towns.

In 2018, more than 27 lakh vehicles were registered in Maharashtra State out of which around 19.96 lakh were two wheelers and around 3.62 lakh four wheeler LMVs. Till 2018, around 3.3 crore vehicles are registered in the State out of which 2.41 crore are two wheelers and 46.32 lakhs four-wheeler in LMV category.

Last 3 years Statistics of Road Accidents in Maharashtra

ROAD ACCIDENTS IN MAHARASHTRA

Year	FATAL		GRIEVOUS INJURY		MINOR INJURY		WITHOUT INJURY	TOTAL ACCIDENTS
	Accident	Killed	Accident	Injured	Accident	Injured		
2016	11780	12935	13273	22273	8554	13611	6271	39878
2017	11454	12511	12333	20767	7098	11477	5171	36056
2018	12098	13261	12648	20335	6585	11030	4386	35717

The statistics at Table I shows that there was reduction in accidents and fatalities in 2017 as compared to 2016. In 2018, when compared to 2017, though there is a slight reduction in the number of accidents, there has been an alarming increase of approx 6 % in accidental deaths on Maharashtra roads.

Road accident is most unwanted thing to happen to a road user, though they happen quite often. The most unfortunate thing is that one doesn't learn from their mistakes on road. The laxity on part of road users leads to accidents and crashes. Main cause of accidents and crashes are due to human errors.

It is observed that following are the most common behaviour of Road drivers, which lead to accidents.

- Over Speeding
- Drunken Driving
- Jumping Signals-Red Light
- Avoiding Safety Gears like Seat belts and Helmets.
- Non-adherence to Lane Driving and Overtaking in a wrong manner.

"No Parking" violation, Over Speeding, Riding Without Seat Belts, Signal Jumping, and two wheeler riders without helmet are among the top five traffic rules which people usually violate and get fined.

Highest number of accidents, 3400 and 3224 respectively and fatalities, 1286 and 1248 respectively occurred in the month of May and December. It is observed that during holidays the ensuing additional number of vehicles on less acquainted roads is the reason of these accidents.

Pune (Rural), Ahmednagar and Nashik (Rural) contribute 22% of road accidents. Ahmednagar has maximum accidents in terms of number of vehicles registered in that district.

Lowest accidents occurred in July (2394) and fatalities in August (877), as due to rainy season there may be less vehicles on roads. Also, transportation of agricultural produce is also less during this period.

The number of accidents in rural areas is more than that in urban areas. In rural area, mostly on National and State Highway, the good condition of roads lead to high speeds and more accidents.

Most of the accidents occurred during day time. 58% accidents happened during day time and 42% accidents happened during night time. Maximum fatalities were observed in accidents that happened between 18.00 Hrs to 21.00 Hrs, resulting in 17% people killed.

87% accidents happened in Sunny or clear day light and 10% happened in rainy weather condition.

30% accidents happened on National Highways and 26% accidents happened on State Highway.

114 people were killed on Mumbai Pune Express Way in 2018.

23% people were killed in accident in residential area and 39% killed in market or commercial area especially in cities.

11.4% died in accident on curved road 3.64 % died where road is under construction. 166 people died due to pot holes on roads.

Highest number of accidents happened at T-Junctions in the State. A startling 57% accident at T-Junction results in Fatal or Grievous injuries. 883 people killed at Four Arm or Square Junction. 477 died while jumping the red light.

120 people were killed on Zebra Crossing by speeding vehicles and 148 killed on footpath by dangerous drivers ramming on pedestrian on footpath.

Of the 5243 people killed in two wheeler accident, the main reason was not wearing a helmet. 2450 people killed in Light Motor vehicle i.e. Cars, Jeeps etc. 1719 were killed in accidents involving Trucks or Heavy Vehicles. In 1689 registered accident of buses 523 people died.

34% of accidents happened involving vehicles that were 5-10 year old and 32% of new vehicles which were up to 5 year old.

2331 people died in 4960 accident of overloaded vehicle. It includes overloaded goods vehicles and vehicles carrying more passengers. Over-speeding or negligence of traffic related rules could be the primary reason for high number of accidents by normally loaded and empty vehicles.

67% of crashes involved are vehicle to vehicle collision and 30% between vehicles to pedestrian collision in which 2515 pedestrians died.

Among the top three reasons in collision, 2527 deaths occurred in 6258 cases of Hit & Run. 2642 people were killed in 8020 cases of crashes in which vehicle hit from rear end. 4035 people died in 9542 cases of Head-on collision. 664 accidents happened with hitting parked vehicles.

Not using appropriate safety devices i.e. helmet is the main cause of fatality in two wheeler accidents. 5252 (39.6% of the total deaths) people were killed because they did not wear helmet. 1656 people died because they had not belted in four- wheelers.

Out of total deaths in road crashes, 87% are males and 13% are females. Of this, 73% are of the age group of 18-45 years.

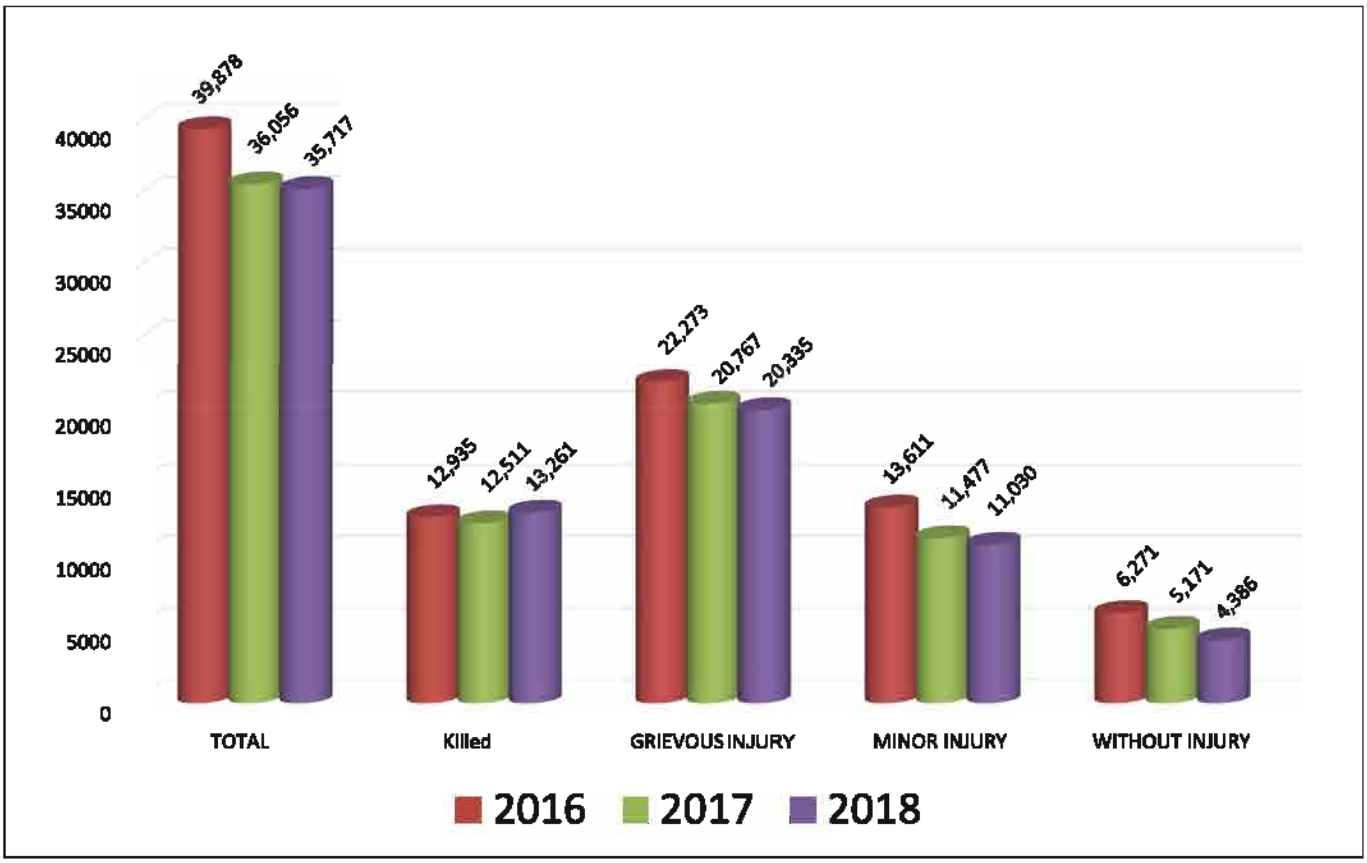
Enforcement of traffic rules by Traffic Police has an important role in order to inculcate discipline among the drivers and commuters further to reduce accidents. In 2018, in the State, a total of 1,07,28,119 cases were made against those who had violated traffic rules and fine collected to the tune of Rs.209,24,82,982/- . For over-speeding 7,84,913 people were booked and fine of Rs.12,11,45,101/- had been collected. 85,800 people were booked under Drunk and Driving cases and fine to the tune of Rs.15,92,61,900/- was collected. 5,20,587 cases were made against those who were not wearing seat-belt and 3,60,5553 cases were made against those who were not wearing safety gear like helmet. 2,13,711 people were booked for using mobile phone while driving. 4,33,741 cases were made against those who violated the norms of traffic signal.

Highest number of cases had been registered against people parking vehicles in “No Parking” area. More than 19 Lakhs cases were registered for No Parking violation in Maharashtra during 2018.

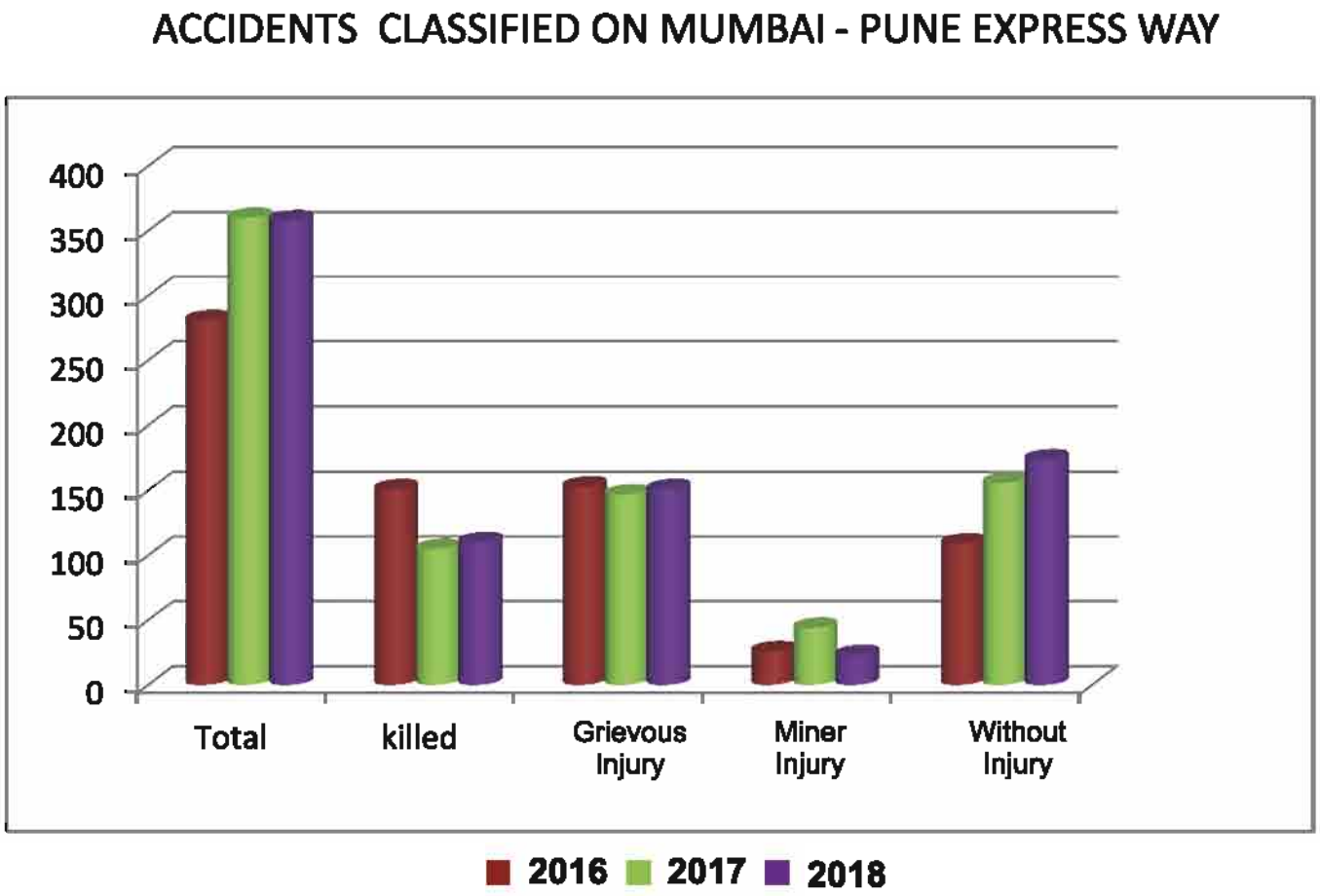
Over-speeding is one of the leading causes of road accidents and deaths across India and Maharashtra. Close to 8 Lakhs cases got into the files of traffic police of Maharashtra in 2018. However, many other cases of over-speeding remain untraced.

ACCIDENTS IN MAHARASHTRA STATE								
YEAR	FATAL		GRIEVOUS INJURY		MINOR INJURY		WITHOUT INJURY	TOTAL
	Accident	Killed	Accident	GRIEVOUS INJURY	Accident	MINOR INJURY		
2016	11780	12935	13273	22273	8554	13611	6271	39878
2017	11454	12511	12333	20767	7098	11477	5171	36056
2018	12098	13261	12648	20335	6585	11030	4386	35717

ACCIDENTS IN MAHARASHTRA STATE

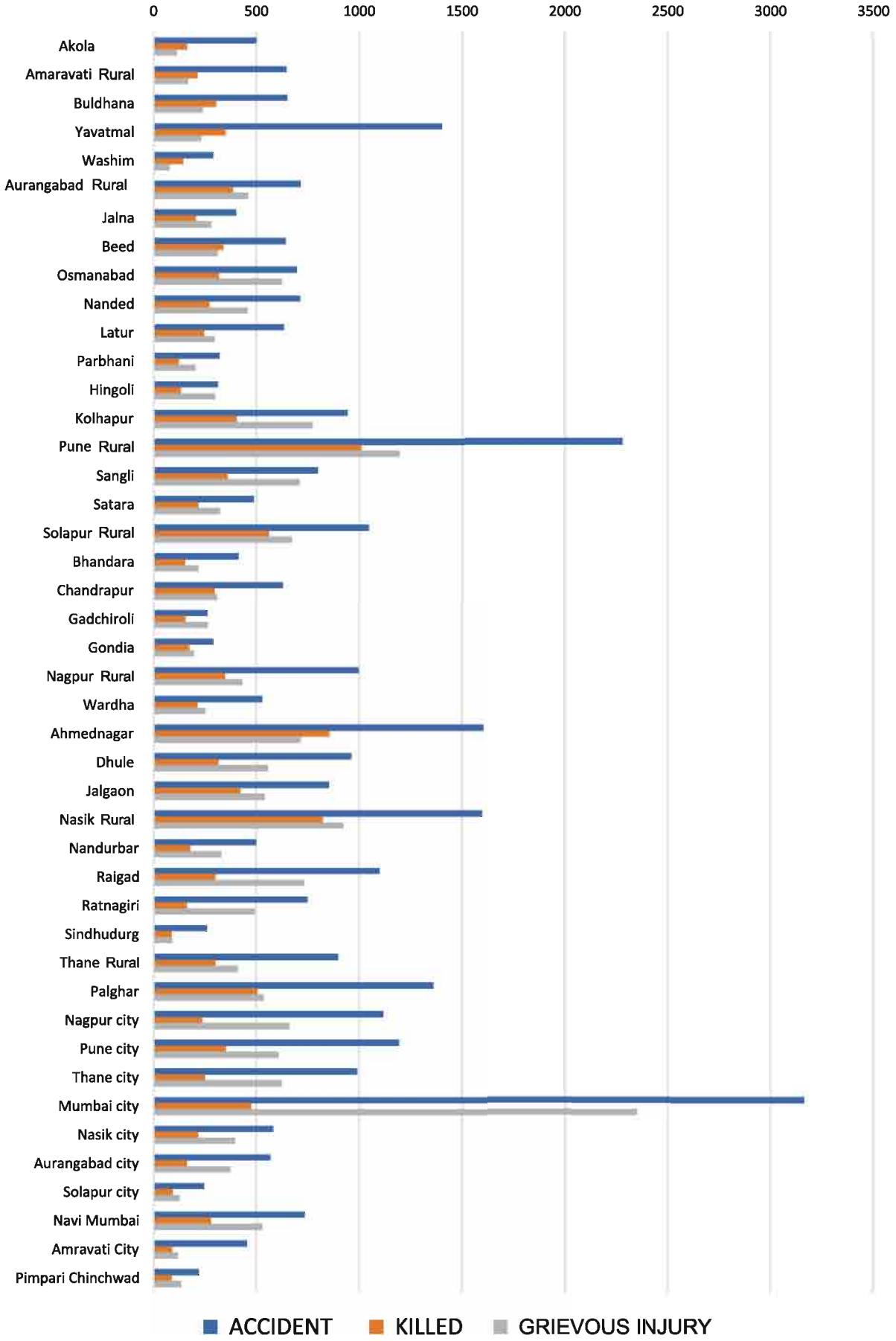


ACCIDENTS CLASSIFIED ON MUMBAI - PUNE EXPRESS WAY								
YEAR	FATAL		GRIEVOUS INJURY		MINOR INJURY		WITHOUT INJURY	TOTAL
	Accident	Killed	Accident	GRIEVOUS INJURY	Accident	MINOR INJURY		
2016	97	151	61	153	14	26	109	281
2017	89	105	94	147	21	44	156	360
2018	96	110	72	151	16	23	174	358



MAHARASHTRA DISTRICTWISE ACCIDENT REPORT (YEAR 2018)					
DISTRICT	ACCIDENT	KILLED	GRIEVOUS INJUREY	MINOR INJUREY	WITHOUT INJURY
Akola	499	161	113	378	73
Amaravati Rural	644	213	166	273	153
Buldhana	648	304	238	390	66
Yavatmal	1401	350	232	318	725
Washim	290	142	78	137	23
Aurangabad Rural	713	383	458	56	31
Jalna	400	205	279	43	35
Beed	641	338	310	73	28
Osmanabad	696	317	623	95	69
Nanded	711	270	457	110	84
Latur	633	246	297	97	29
Parbhani	320	123	204	38	28
Hingoli	313	131	299	145	22
Kolhapur	940	404	771	146	43
Pune Rural	2280	1009	1195	300	356
Sangli	797	359	709	72	43
Satara	486	216	323	159	65
Solapur Rural	1044	562	673	253	51
Bhandara	413	151	219	269	39
Chandrapur	629	297	308	246	62
Gadchiroli	262	156	263	55	12
Gondia	290	174	197	123	15
Nagpur Rural	996	346	432	549	156
Wardha	529	213	251	275	40
Ahmednagar	1604	855	716	241	94
Dhule	961	314	557	542	203
Jalgaon	852	422	540	298	44
Nasik Rural	1598	824	922	383	231
Nandurbar	499	177	330	288	95
Raigad	1098	302	733	416	346
Ratnagiri	749	163	491	568	195
Sindhudurg	260	89	91	214	40
Thane Rural	898	301	409	233	170
Palghar	1360	505	536	370	244
Nagpur city	1117	237	661	526	35
Pune city	1194	352	607	284	115
Thane city	990	249	623	375	24
Mumbai city	3162	475	2350	942	93
Nasik city	581	217	396	161	9
Aurangabad city	567	161	372	121	93
Solapur city	244	92	125	41	19
Navi Mumbai	734	277	529	122	0
Amravati City	453	90	118	258	88
Pimpari Chinchwad	221	89	134	47	0
TOTAL	35717	13261	20335	11030	4386

MAHARASHTRA DISTRICTWISE ACCIDENT REPORT (YEAR 2018)



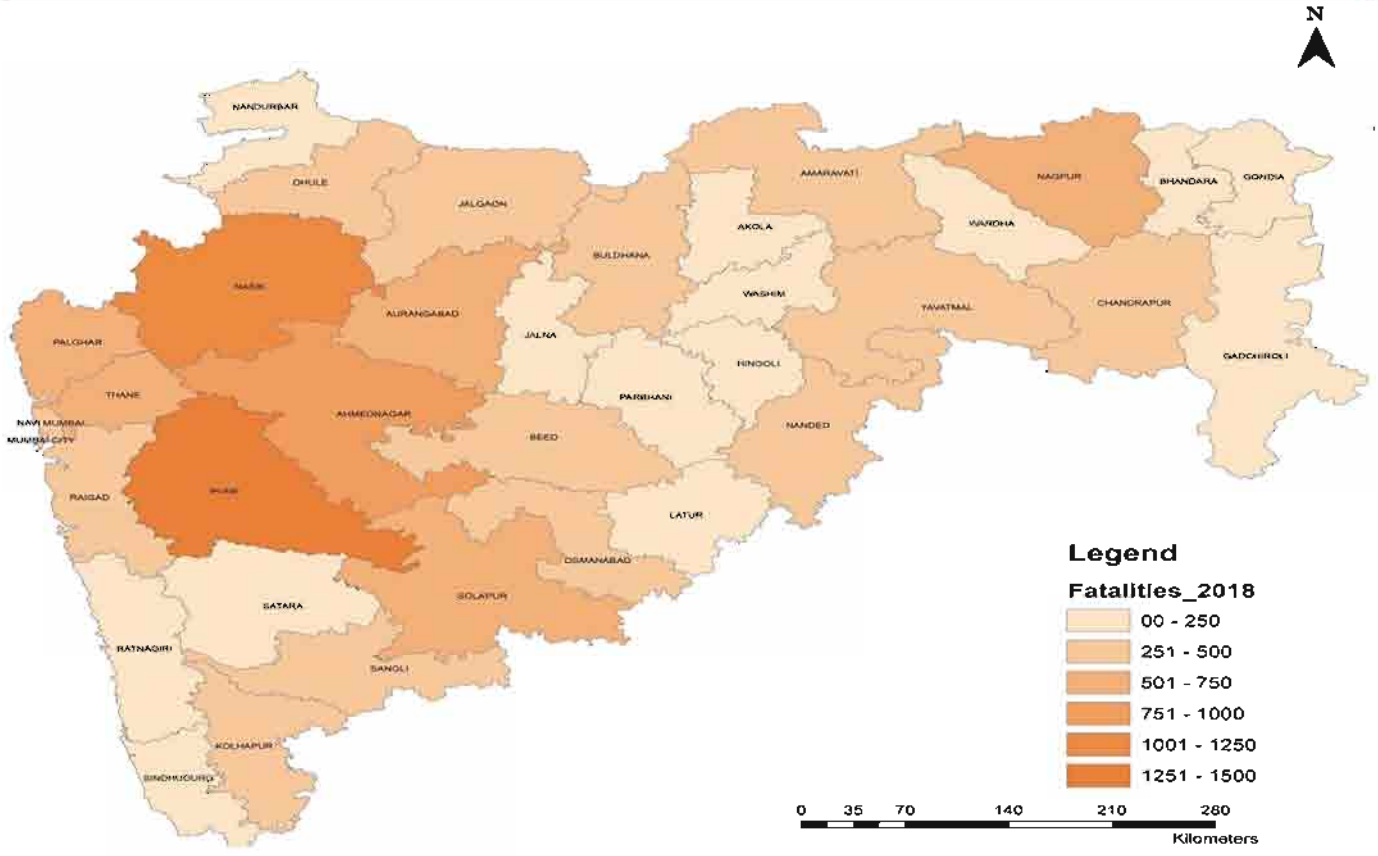
STATISTICS OF ROAD ACCIDENTS DISTRICT WISE - 2018

SR. NO.	DISTRICT/ COMMISSIONTERATE	FATAL ACCIDENTS				GRIEVOUS INJURY ACCIDENTS			
		No. of Accident	Male Killed	Female Killed	Total Killed	No. of Accident	Male Grievous Injured	Female Grievous Injured	Total Grievous Injured
1	Akola	146	149	12	161	70	101	12	113
2	Amaravati Rural	199	201	12	213	97	129	37	166
3	Buldhana	277	270	34	304	124	196	42	238
4	Yavatmal	299	308	42	350	147	195	37	232
5	Washim	128	127	15	142	52	67	11	78
	Amaravati Range	1049	1055	115	1170	490	688	139	827
6	Aurangabad Rural	356	355	28	383	288	418	40	458
7	Jalna	191	183	22	205	141	257	22	279
8	Beed	313	303	35	338	244	282	28	310
9	Osmanabad	291	263	54	317	274	520	103	623
	Aurangabad Range	1151	1104	139	1243	947	1477	193	1670
10	Nanded	240	235	35	270	295	375	82	457
11	Latur	233	220	26	246	281	287	10	297
12	Parbhani	114	114	9	123	145	185	19	204
13	Hingoli	116	116	15		125	264	35	299
	Nanded Range	703	685	85	770	846	1111	146	1257
14	Kolhapur	363	336	68	404	472	620	151	771
15	Pune Rural	917	876	133	1009	788	1020	175	1195
16	Sangli	323	297	62	359	391	597	112	709
17	Satara	174	188	28	216	169	243	80	323
18	Solapur Rural	506	489	73	562	356	570	103	673
	Kolhapur Range	2283	2186	364	2550	2176	3050	621	3671
19	Bhandara	137	129	22	151	113	181	38	219
20	Chandrapur	263	261	36	297	153	249	59	308
21	Gadchiroli	138	143	13	156	70	179	84	263
22	Gondiya	152	151	23	174	88	165	32	197
23	Nagpur Rural	317	302	44	346	232	362	70	432
24	Wardha	198	197	16	213	105	227	24	251
	Nagpur Range	1205	1183	154	1337	761	1363	307	1670
25	Ahmednagar	799	739	116	855	523	624	92	716
26	Dhule	281	277	37	314	259	451	106	557
27	Jalgaon	381	374	48	422	270	491	49	540
28	Nasik Rural	764	728	96	824	453	764	158	922
29	Nandurbar	162	177	0	177	110	294	36	330
	Nasik Range	2387	2295	297	2592	1615	2624	441	3065
30	Raigad	244	272	30	302	298	561	172	733
31	Ratnagiri	127	134	29	163	210	379	112	491
32	Sindhudurg	85	81	8	89	61	78	13	91
33	Thane Rural	264	252	49	301	281	337	72	409
34	Palghar	471	449	56	505	349	447	89	536
	Thane Range	1191	1188	172	1360	1199	1802	458	2260
35	Nagpur City	221	197	40	237	444	493	168	661
36	Pune City	334	296	56	352	515	439	168	607
37	Thane City	240	209	40	249	485	489	134	623
38	Mumbai City	456	405	70	475	1971	1865	485	2350
39	Nasik City	209	192	25	217	287	314	82	396
40	Aurangabad City	151	143	18	161	229	288	84	372
41	Solapur City	87	77	15	92	105	104	21	125
42	Navi Mumbai	265	252	25	277	387	434	95	529
43	Amaravati City	85	84	6	90	91	95	23	118
44	Pimpari chinchwad	81	77	12	89	100	114	20	134
	City Range	2129	1932	307	2239	4614	4635	1280	5915
	GRAND TOTAL	12098	11628	1633	13261	12648	16750	3585	20335

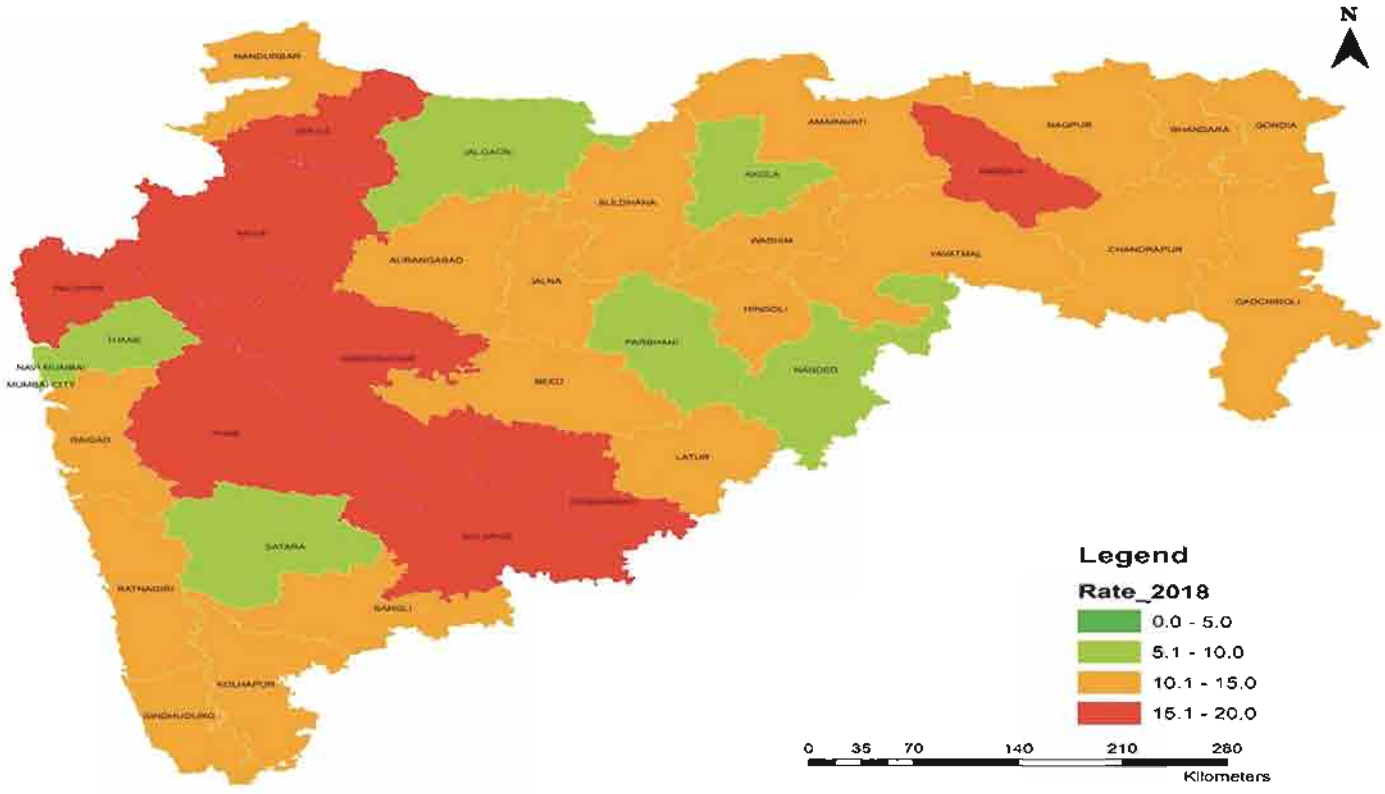
STATISTICS OF ROAD ACCIDENTS DISTRICT WISE - 2018

SR. NO.	DISTRICT/ COMMISSIONTERATE	MINOR INJURY ACCIDENTS				WITHOUT INJURY ACCIDENTS	TOTAL ACCIDENTS
		No. of Accident	Male Minor Injured	Female Minor Injured	Total Minor Injured		
1	Akola	210	338	40	378	73	499
2	Amaravati Rural	195	231	42	273	153	644
3	Buldhana	181	300	90	390	66	648
4	Yavatmal	230	271	47	318	725	1401
5	Washim	87	119	18	137	23	290
	Amaravati Range	903	1259	237	1496	1040	3482
6	Aurangabad Rural	38	56	0	56	31	713
7	Jalna	33	43	0	43	35	400
8	Beed	56	58	15	73	28	641
9	Osmanabad	62	68	27	95	69	696
	Aurangabad Range	189	225	42	267	163	2450
10	Nanded	92	100	10	110	84	711
11	Latur	90	93	4	97	29	633
12	Parbhani	33	36	2	38	28	320
13	Hingoli	50	110	35	145	22	313
	Nanded Range	265	339	51	390	163	1977
14	Kolhapur	62	115	31	146	43	940
15	Pune Rural	219	253	47	300	356	2280
16	Sangli	40	51	21	72	43	797
17	Satara	78	133	26	159	65	486
18	Solapur Rural	131	196	57	253	51	1044
	Kolhapur Range	530	748	182	930	558	5547
19	Bhandara	124	207	62	269	39	413
20	Chandrapur	151	193	53	246	62	629
21	Gadchiroli	42	46	9	55	12	262
22	Gondiya	35	94	29	123	15	290
23	Nagpur Rural	291	416	133	549	156	996
24	Wardha	186	247	28	275	40	529
	Nagpur Range	829	1203	314	1517	324	3119
25	Ahmednagar	188	212	29	241	94	1604
26	Dhule	218	476	66	542	203	961
27	Jalgaon	157	256	42	298	44	852
28	Nasik Rural	150	320	63	383	231	1598
29	Nandurbar	132	262	26	288	95	499
	Nasik Range	845	1526	226	1752	667	5514
30	Raigad	210	323	93	416	346	1098
31	Ratnagiri	217	424	144	568	195	749
32	Sindhudurg	74	162	52	214	40	260
33	Thane Rural	183	210	23	233	170	898
34	Palghar	296	317	53	370	244	1360
	Thane Range	980	1436	365	1801	995	4365
35	Nagpur City	417	402	124	526	35	1117
36	Pune City	230	211	73	284	115	1194
37	Thane City	241	276	99	375	24	990
38	Mumbai City	642	692	250	942	93	3162
39	Nasik City	76	111	50	161	9	581
40	Aurangabad City	94	89	32	121	93	567
41	Solapur City	33	35	6	41	19	244
42	Navi Mumbai	82	93	29	122	0	734
43	Amaravati City	189	200	58	258	88	453
44	Pimpari chinchwad	40	38	9	47	0	221
	City Range	2044	2147	730	2877	476	9263
	GRAND TOTAL	6585	8883	2147	11030	4386	35717

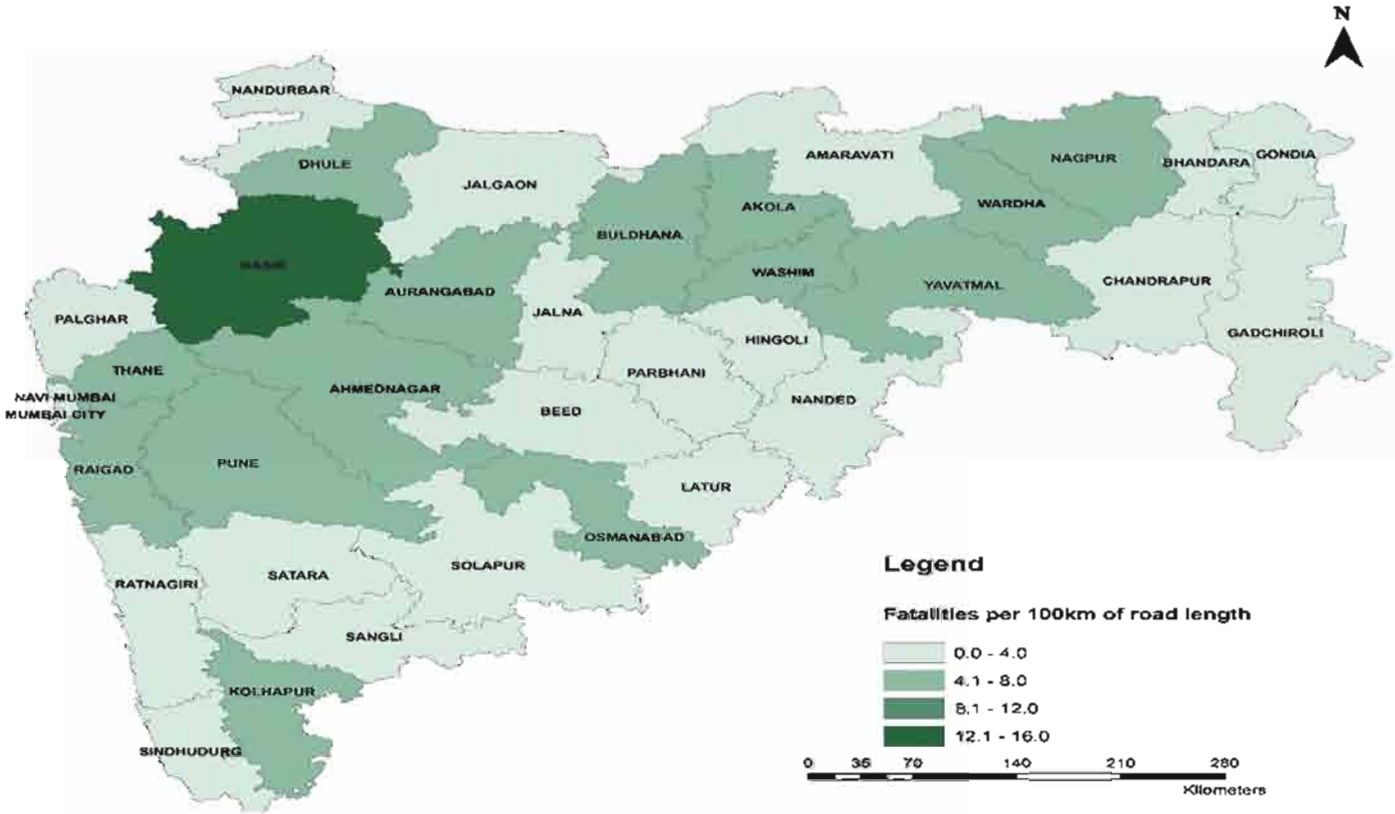
FATALITIES 2018



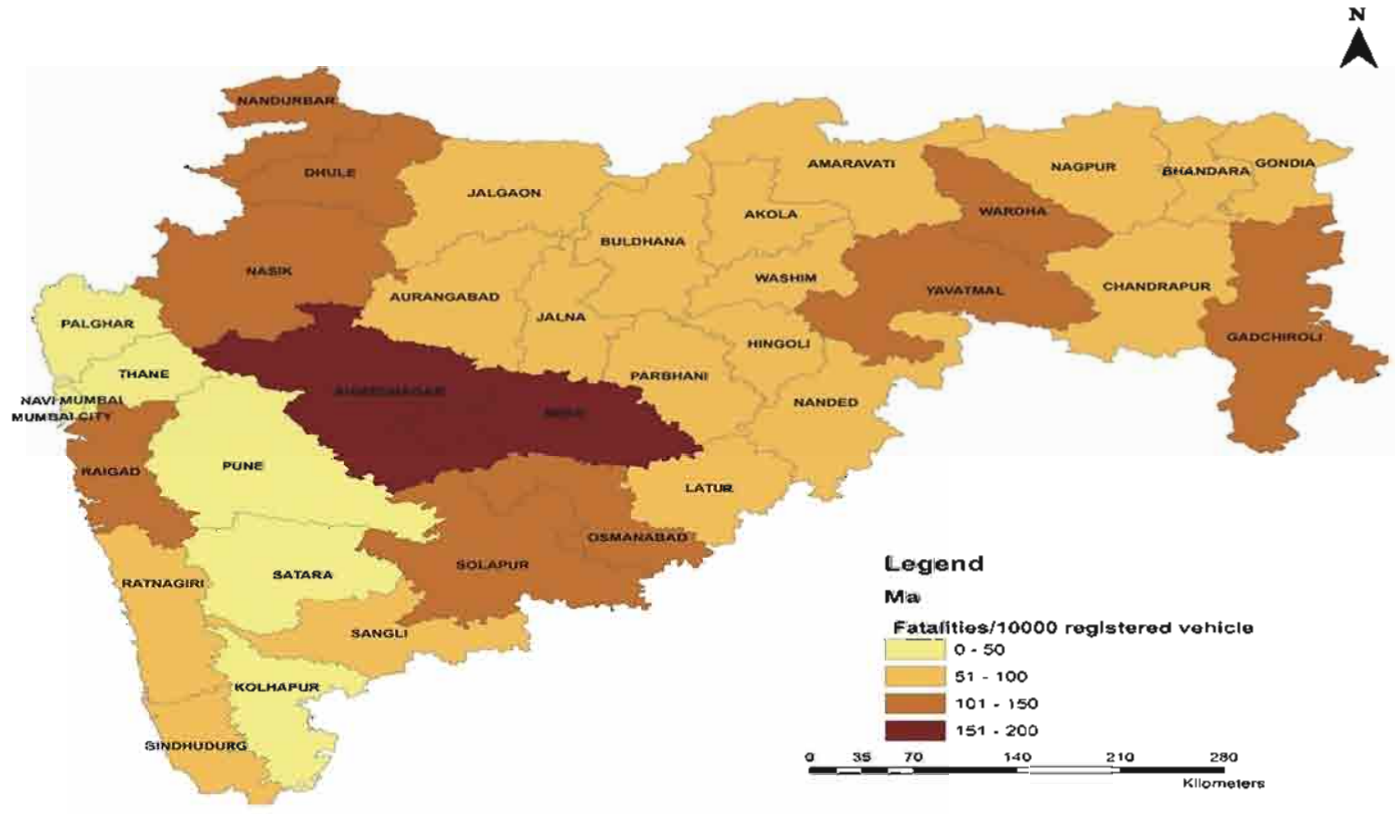
RATE OF FATALITIES 2018 PER 1,00,000 POLATION



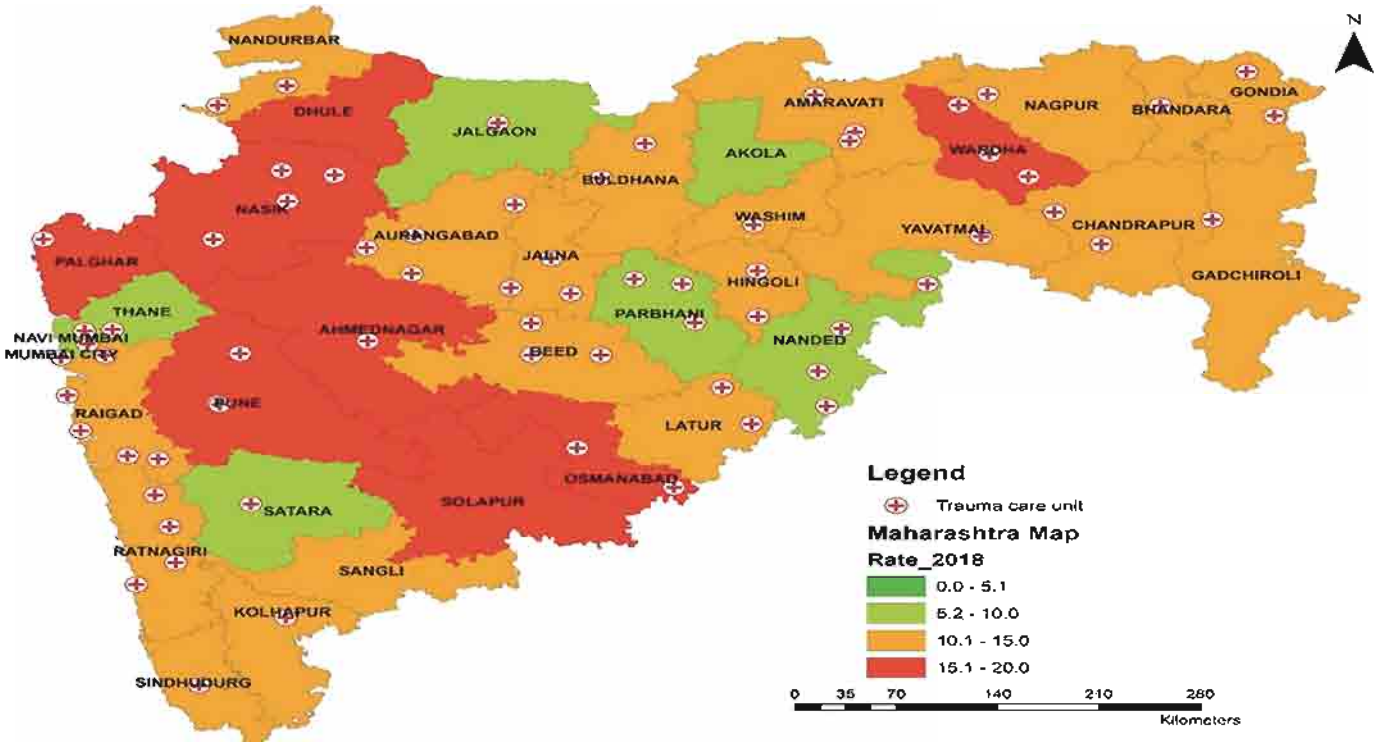
CRASH EXPOSURE - ROAD LENGTH



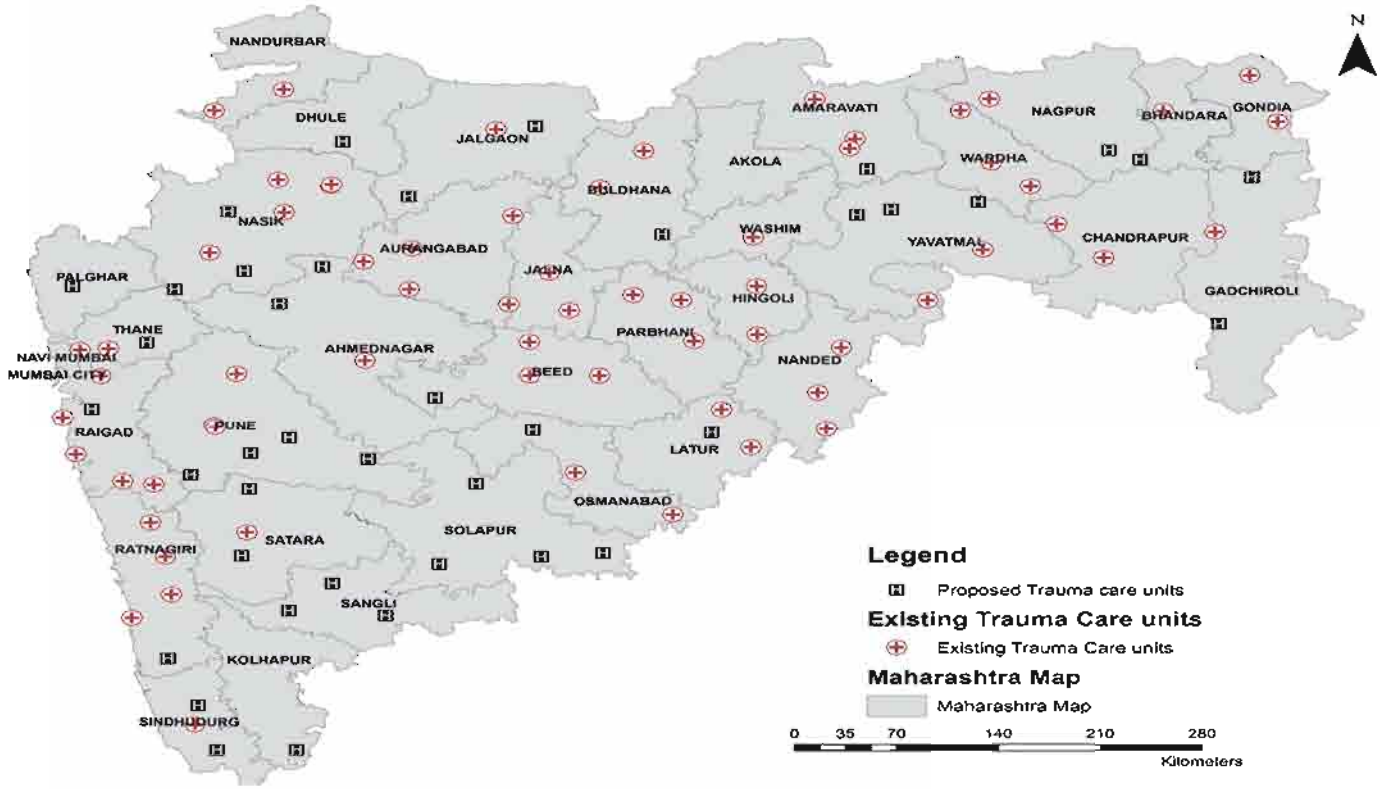
CRASH EXPOSURE- NUMBER OF VEHICLES



TRAUMA CARE UNITS- EXISTING



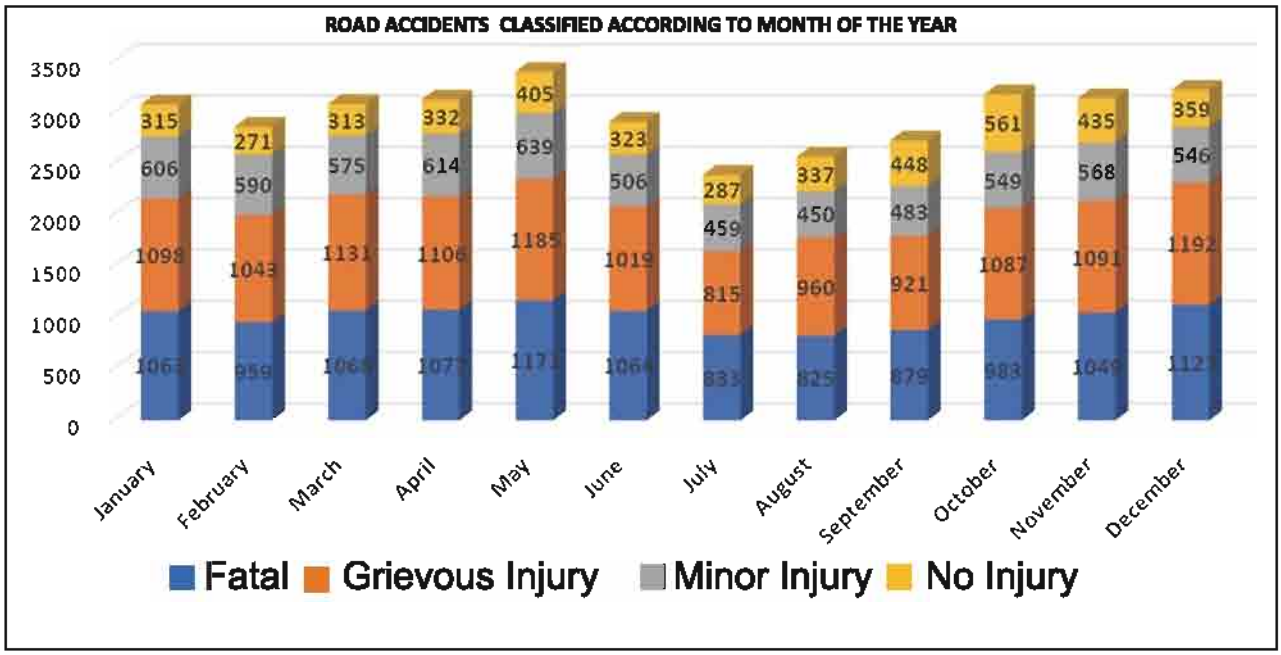
TRAUMA CARE UNITS- EXISTING AND PROPOSERD



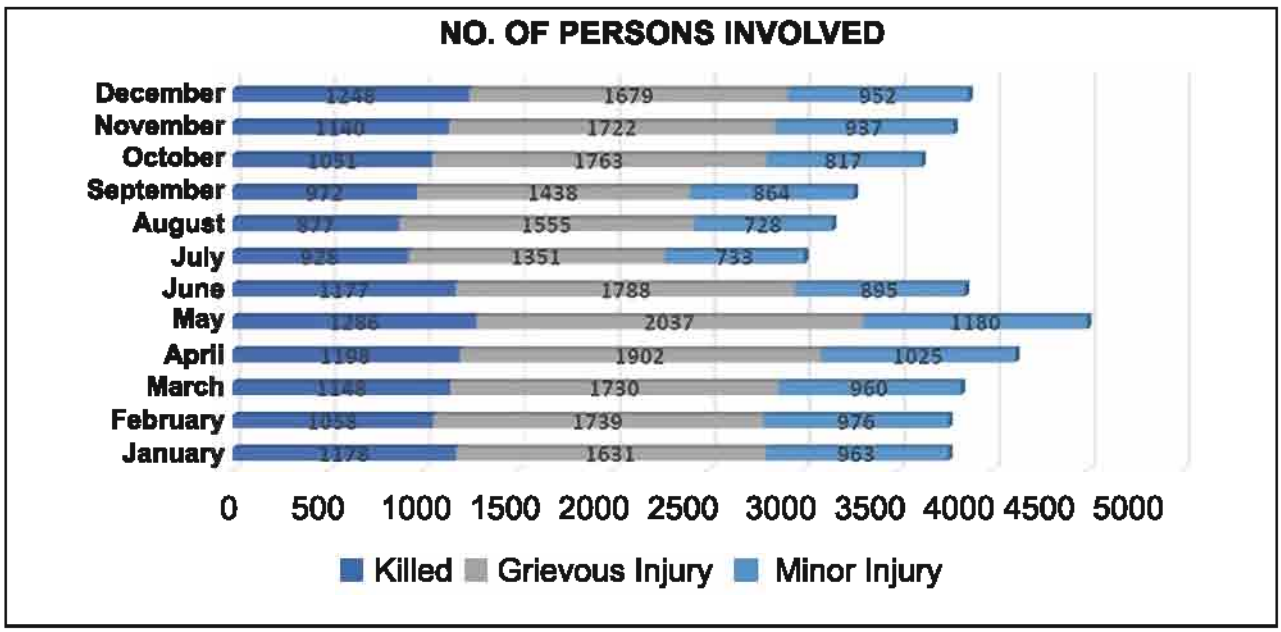
ROAD ACCIDENTS CLASSIFIED ACCORDING TO MONTH OF THE YEAR

JANUARY TO DECEMBER 2018										
Sr. No.	Month *	Type of Accidents * *					Number of Persons Involved ***			
		Fatal	Grievous Injury	Minor Injury	No Injury	Total	Killed	Grievous Injured	Minor Injured	Total
1	January	1063	1098	606	315	**3082**	1178	1631	963	**3772**
2	February	959	1043	590	271	**2863**	1058	1739	976	**3773**
3	March	1068	1131	575	313	**3087**	1148	1730	960	**3838**
4	April	1077	1106	614	332	**3129**	1198	1902	1025	**4125**
5	May	1171	1185	639	405	**3400**	1286	2037	1180	**4503**
6	June	1064	1019	506	323	**2912**	1177	1788	895	**3860**
7	July	833	815	459	287	**2394**	928	1351	733	**3012**
8	August	825	960	450	337	**2572**	877	1555	728	**3160**
9	September	879	921	483	448	**2731**	972	1438	864	**3274**
10	October	983	1087	549	561	**3180**	1051	1763	817	**3631**
11	November	1049	1091	568	435	**3143**	1140	1722	937	**3799**
12	December	1127	1192	546	359	**3224**	1248	1679	952	**3879**
TOTAL		**12098**	**12648**	**6585**	**4386**	**35717**	**13261**	**20335**	**11030**	**44626**

ROAD ACCIDENTS CLASSIFIED ACCORDING TO MONTH OF THE YEAR



- A total of **35,717** road accidents recorded in Maharashtra in the year 2018.
- Out of overall road accidents **35%** resulted in grevious injuries while **34%** resulted in fatal injuries.
- From **35,717** accidents, a total of **44,626** people were affected by these accidents.

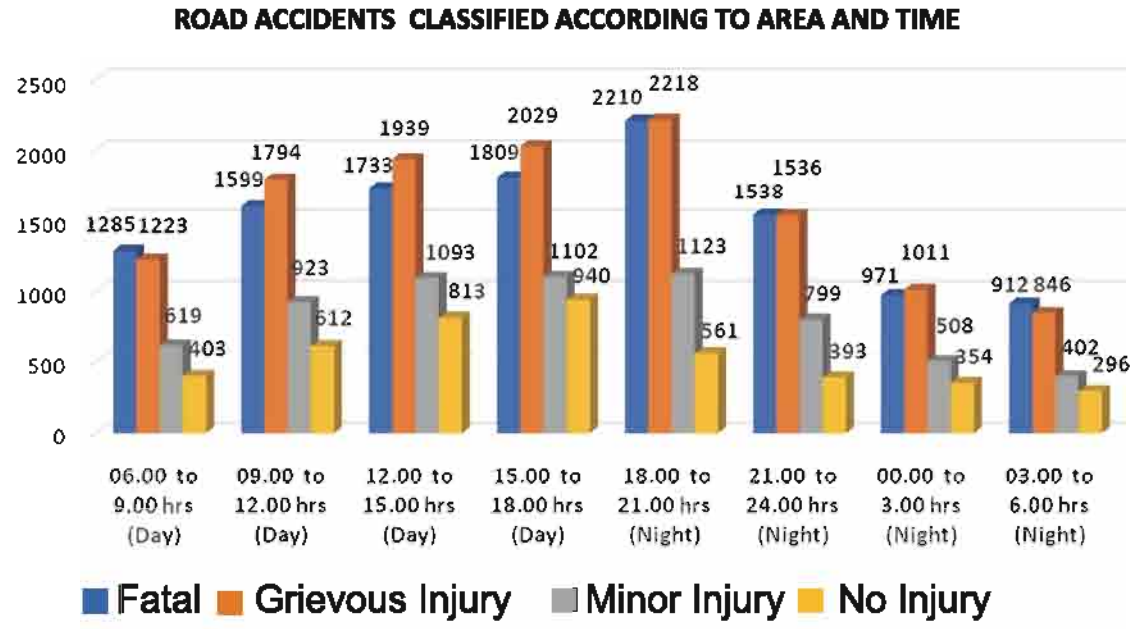


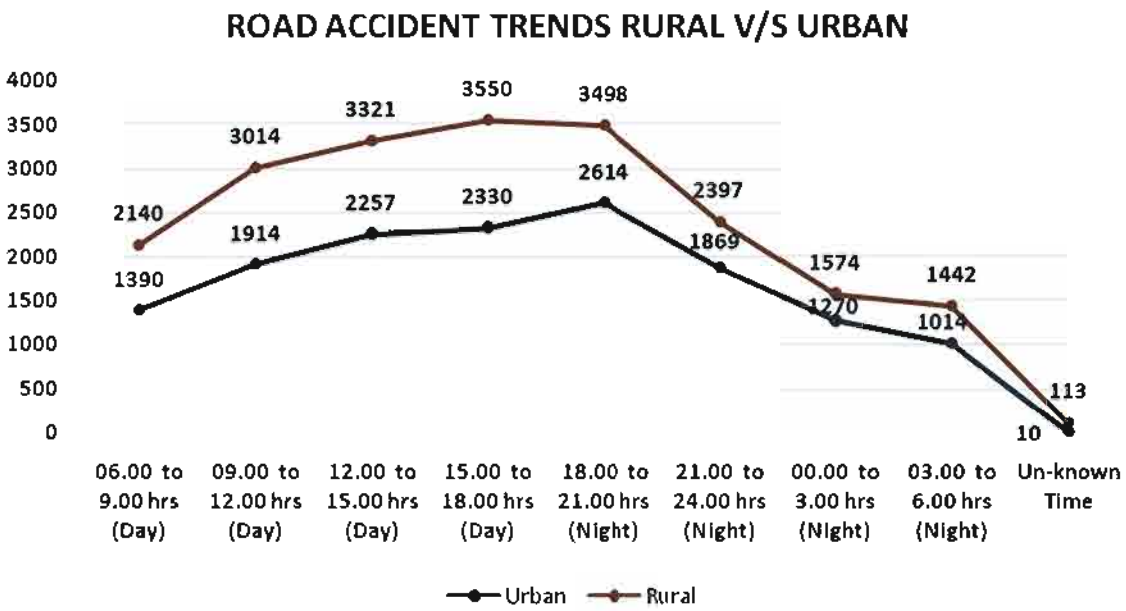
- Out of 44,626 people involved in road accidents in Maharashtra, 30% people lose their life in these accidents.
- While 46% get grevious injuries which needs immediate hospitalization, 25% Left with minor injuries.
- Highest number of accidents recorded in the month of may.

ROAD ACCIDENTS CLASSIFIED ACCORDING TO AREA AND TIME

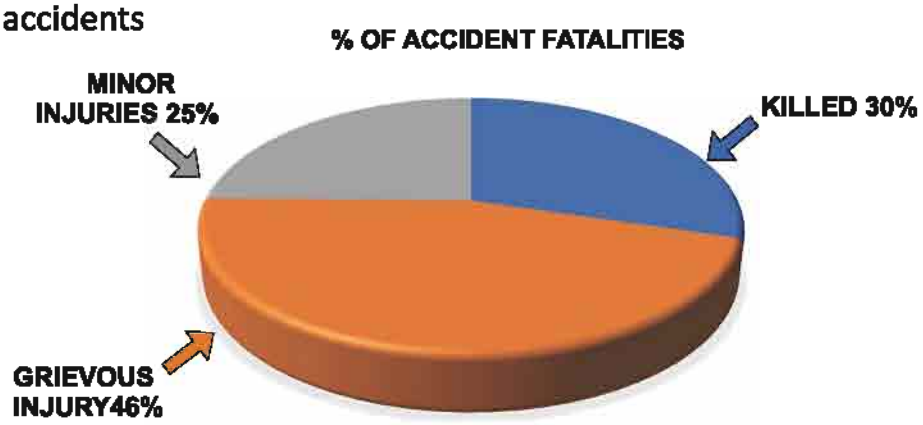
JANUARY TO DECEMBER 2018																								
Time *	Urban								Rural								Total							
	Type of Accidents					Number of Persons			Type of Accidents					Number of persons			Number of Accidents					Number of persons		
	Fatal	Grievous Injury	Minor Injury	No Injury	Total	Killed	Grievous Injury	Minor Injury	Fatal	Grievous Injury	Minor Injury	No Injury	Total	Killed	Grievous Injury	Minor Injury	Fatal	Grievous Injury	Minor Injury	No Injury	Total	Killed	Grievous Injury	Minor Injury
06.00 to 9.00 hrs (Day)	400	604	274	112	1390	439	824	440	885	619	345	291	2140	959	1214	691	1285	1223	619	403	3530	1398	2038	1131
09.00 to 12.00 hrs (Day)	446	881	383	204	1914	469	1152	556	1153	913	540	408	3014	1317	1889	1076	1599	1794	923	612	4928	1786	3041	1632
12.00 to 15.00 hrs (Day)	529	897	485	346	2257	559	1206	724	1204	1042	608	467	3321	1318	2025	1152	1733	1939	1093	813	5578	1877	3231	1876
15.00 to 18.00 hrs (Day)	486	953	512	379	2330	512	1274	737	1323	1076	590	561	3550	1442	2036	1107	1809	2029	1102	940	5880	1954	3310	1844
18.00 to 21.00 hrs (Night)	676	1112	592	234	2614	721	1406	849	1534	1106	531	327	3498	1682	1881	951	2210	2218	1123	561	6112	2403	3287	1800
21.00 to 24.00 hrs (Night)	501	792	440	136	1869	532	1045	623	1037	744	359	257	2397	1159	1303	608	1538	1536	799	393	4266	1691	2348	1231
00.00 to 3.00 hrs (Night)	359	522	275	114	1270	388	714	428	612	489	233	240	1574	670	871	428	971	1011	508	354	2844	1058	1585	856
03.00 to 6.00 hrs (Night)	319	401	211	83	1014	369	563	285	593	445	191	213	1442	672	824	340	912	846	402	296	2456	1041	1387	625
Un-known Time	2	4	2	2	10	7	15	6	39	48	14	12	113	46	93	29	41	52	16	14	123	53	108	35
TOTAL	3718	6166	3174	1610	14668	3996	8199	4648	8380	6482	3411	2776	21049	9265	12136	6382	12098	12648	6585	4386	35717	13261	20335	11030

ROAD ACCIDENTS CLASSIFIED ACCORDING TO AREA AND TIME





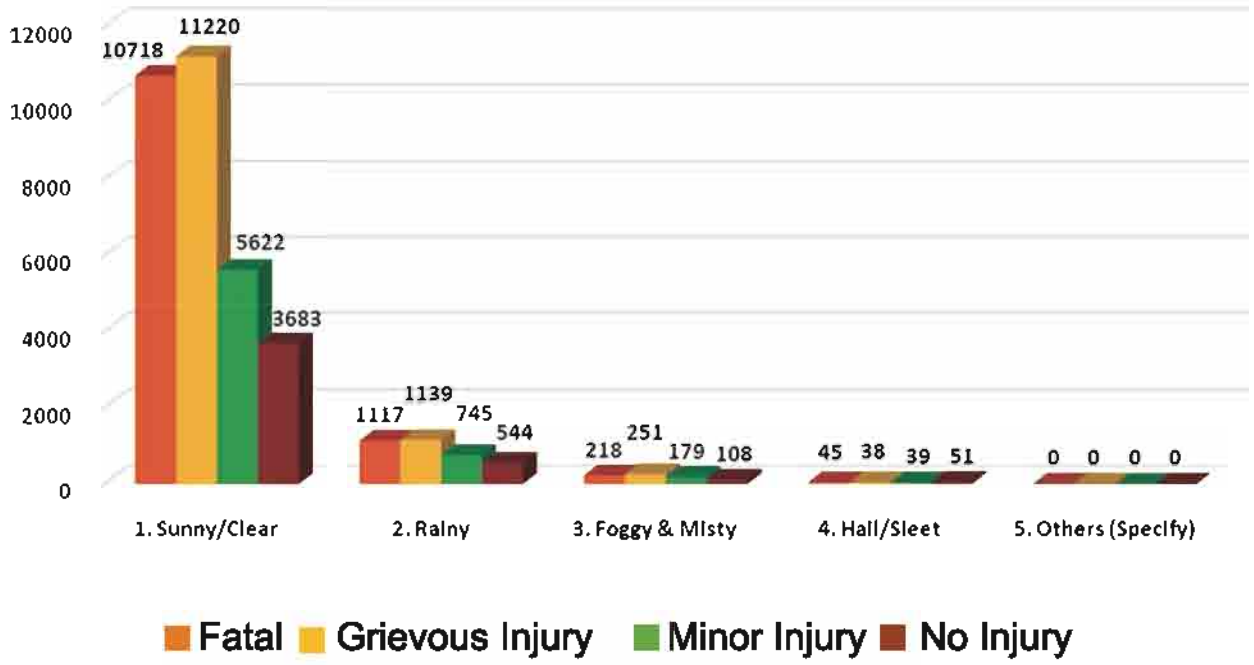
- Most of the road accidents take place between 12pm to 9pm.
- Highest number of accidents recorded between 6pm to 9pm which is 17% of overall accidents



ROAD ACCIDENTS CLASSIFIED ACCORDING TO WEATHER CONDITIONS

JANUARY TO DECEMBER 2018								
Weather Condition *	Number of Accidents **					Number of Persons ***		
	Fatal	Grievous Injury	Minor Injury	No Injury	Total	Killed	Injured	
							Grievous Injury	Minor Injury
1. Sunny/Clear	10718	11220	5622	3683	**31243**	11707	17779	9502
2. Rainy	1117	1139	745	544	**3545**	1249	1967	1128
3. Foggy & Misty	218	251	179	108	**756**	254	484	346
4. Hail/Sleet	45	38	39	51	**173**	51	105	54
5. Others	0	0	0	0	**0**	0	0	0
TOTAL	**12098**	**12648**	**6585**	**4386**	**35717**	**13261**	**20335**	**11030**

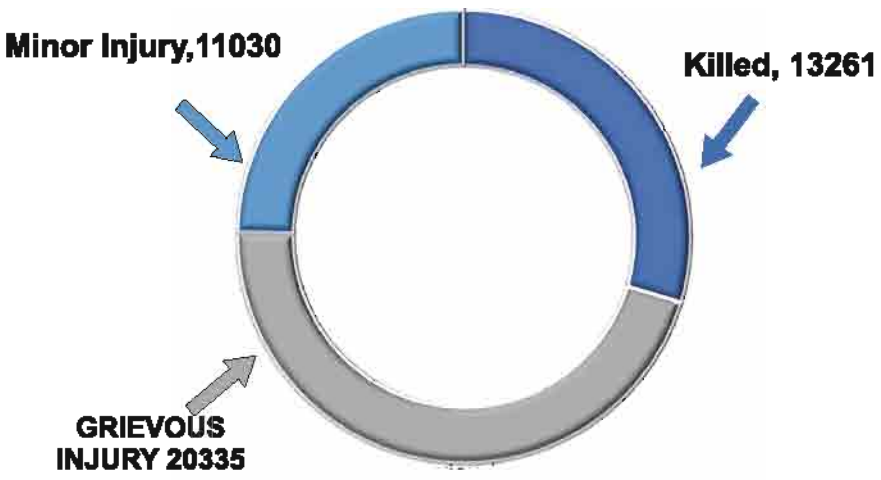
ROAD ACCIDENTS CLASSIFIED ACCORDING TO WEATHER CONDITIONS



- Grevious injuries are always at peek in all accidents Irrespective of weather conditions.
- More than 10K fatal injuries recorded in road accidents in 2018.

- 87% Accidents happened in sunny/clear day light.
- 10% accidents happened in rainy weather conditions.

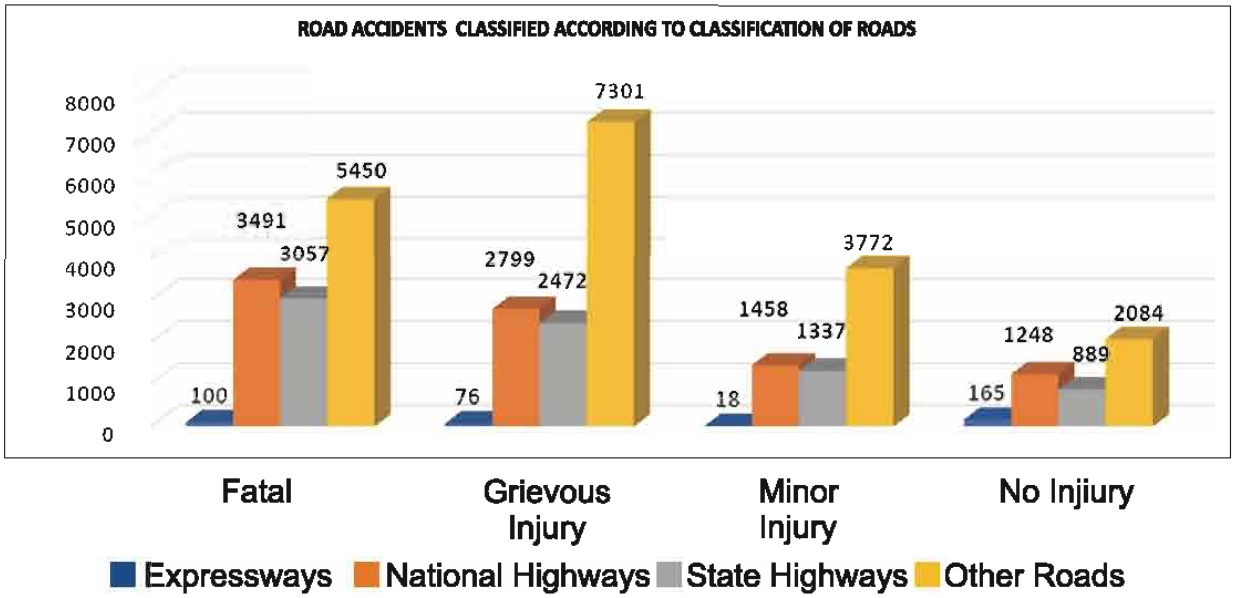
NO. OF PERSON INVOLVED IN ACCIDENTS



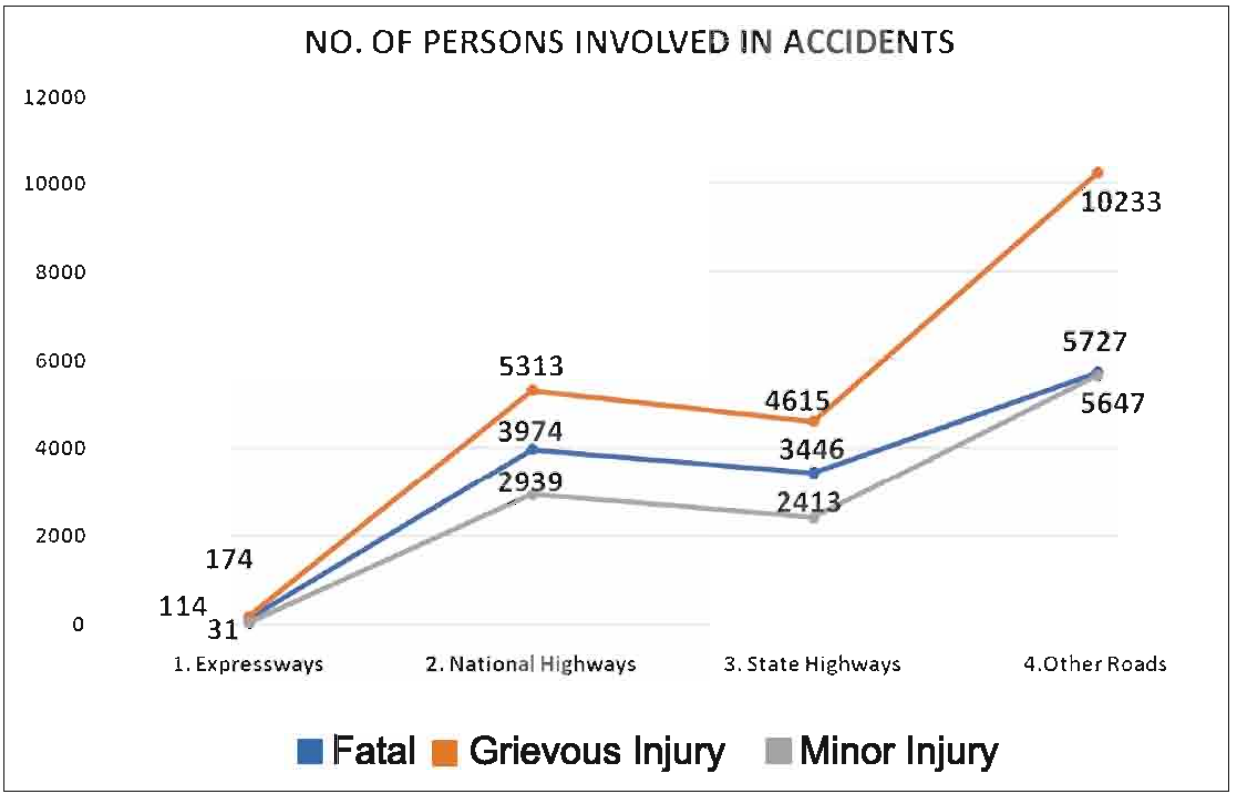
ROAD ACCIDENTS CLASSIFIED ACCORDING TO CLASSIFICATION OF ROADS

JANUARY TO DECEMBER 2018								
Classification of Road *	Number of Accidents **					Number of Persons ***		
	Fatal	Grievous Injury	Minor Injury	No Injury	Total	Killed	Injured	
							Grievous Injury	Minor Injury
1. Expressways	100	76	18	165	**359**	114	174	31
2. National Highways	3491	2799	1458	1248	**8996**	3974	5313	2939
3. State Highways	3057	2472	1337	889	**7755**	3446	4615	2413
4.Other Roads	5450	7301	3772	2084	**18607**	5727	10233	5647
Total	**12098**	**12648**	**6585**	**4386**	**35717**	**13261**	**20335**	**11030**

ROAD ACCIDENTS CLASSIFIED ACCORDING TO CLASSIFICATION OF ROADS



More than 50% accidents take place on other roads in Maharashtra Due to improper condition of roads and infrastructure.
27% Victims of these accidents on other road lose their life.

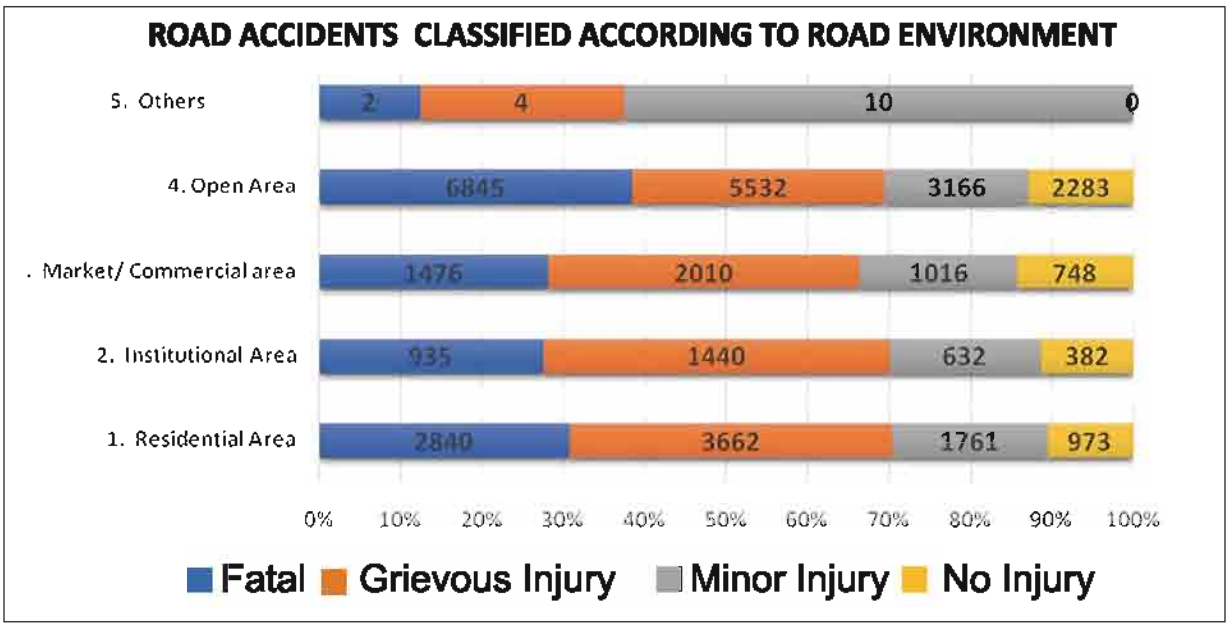


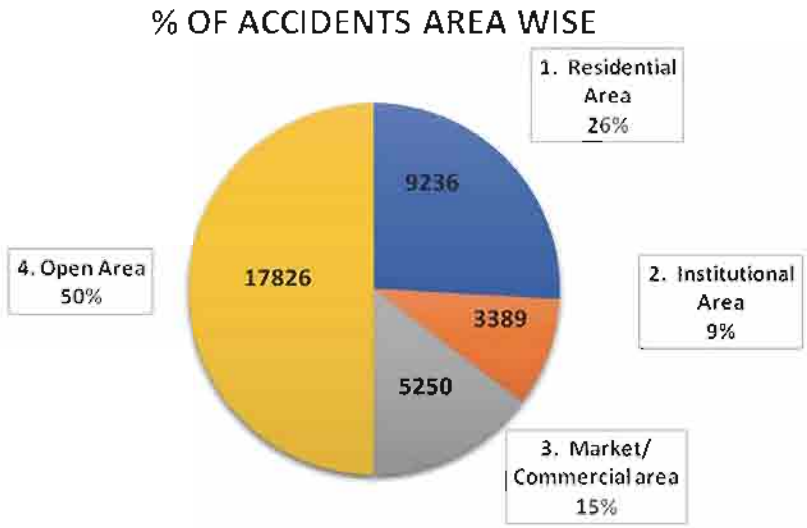
% of deaths happen in road accidents as follows:
Expressway – 36%
National Highways – 33%
State Highways – 33%
Other Roads – 27%

ROAD ACCIDENTS CLASSIFIED ACCORDING TO ROAD ENVIRONMENT

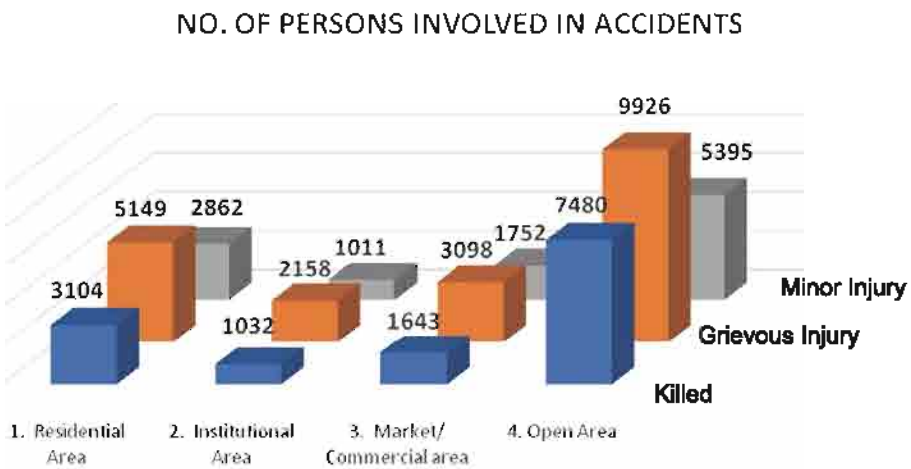
JANUARY TO DECEMBER 2018								
Accident Spot *	Number of Accidents **					Number of Persons ***		
	Fatal	Grievous Injury	Minor Injury	No Injury	Total	Killed	Injury	
							Grievous Injury	Minor Injury
1. Residential Area	2840	3662	1761	973	**9236**	3104	5149	2862
2. Institutional Area	935	1440	632	382	**3389**	1032	2158	1011
3. Market/ Commercial area	1476	2010	1016	748	**5250**	1643	3098	1752
4. Open Area	6845	5532	3166	2283	**17826**	7480	9926	5395
5. Others	2	4	10	0	**16**	2	4	10
TOTAL	**12098**	**12648**	**6585**	**4386**	**35717**	**13261**	**20335**	**11030**

ROAD ACCIDENTS CLASSIFIED ACCORDING TO ROAD ENVIRONMENT





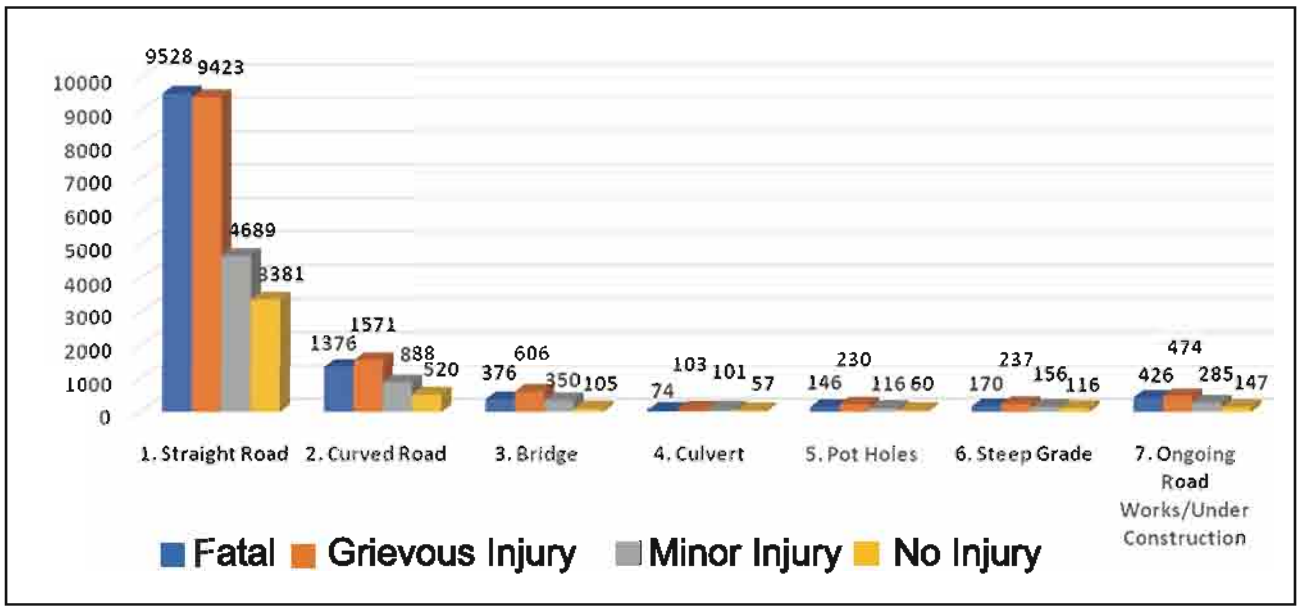
- 50% of road accidents take place in open area in Maharshtra.
- While 26% accidents happen in residential area where crowd density is quite high.
- 15% accidents at market or commercial areas.



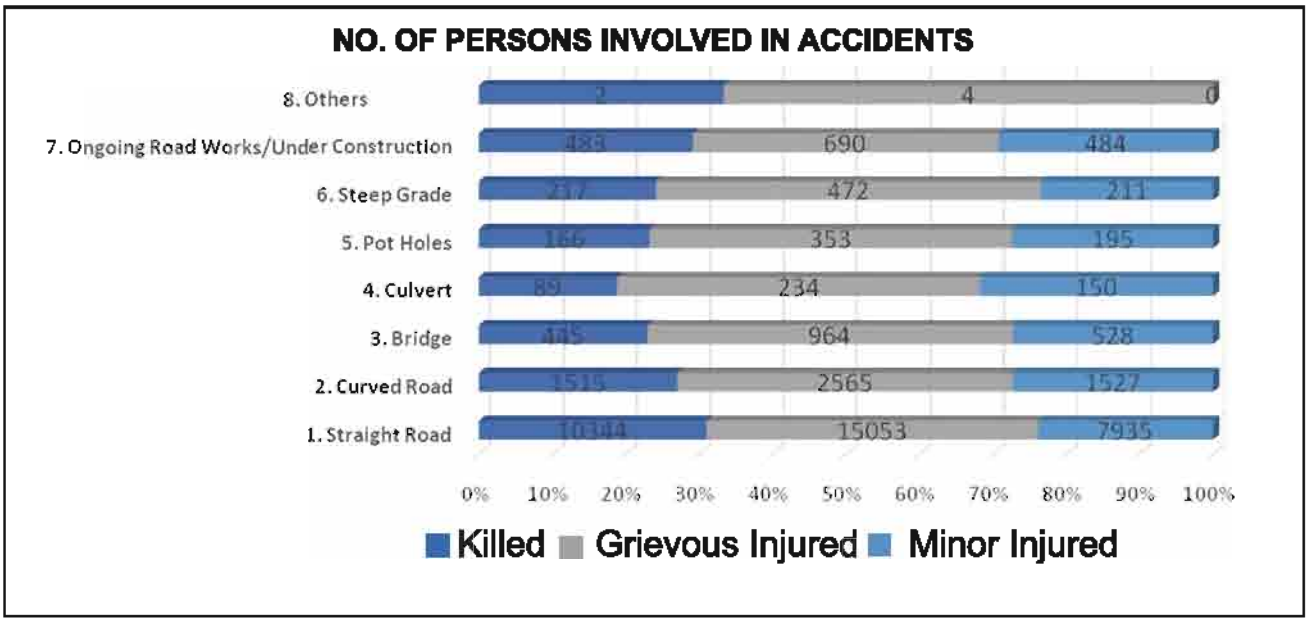
ROAD ACCIDENTS CLASSIFIED ACCORDING TO ROAD FEATURES

JANUARY TO DECEMBER 2018								
Road Features *	Number of Accidents **					Number of Persons ***		
	Fatal	Grievous Injury	Minor Injury	No Injury	Total	Killed	Injured	
							Grievous Injury	Minor Injury
1. Straight Road	9528	9423	4689	3381	**27021**	10344	15053	7935
2. Curved Road	1376	1571	888	520	**4355**	1515	2565	1527
3. Bridge	376	606	350	105	**1437**	445	964	528
4. Culvert	74	103	101	57	**335**	89	234	150
5. Pot Holes	146	230	116	60	**552**	166	353	195
6. Steep Grade	170	237	156	116	**679**	217	472	211
7. Ongoing Road Works/Under Construction	426	474	285	147	**1332**	483	690	484
8. Others	2	4	0	0	**6**	2	4	0
TOTAL	**12098**	**12648**	**6585**	**4386**	**35717**	**13261**	**20335**	**11030**

ROAD ACCIDENTS CLASSIFIED ACCORDING TO ROAD FEATURES



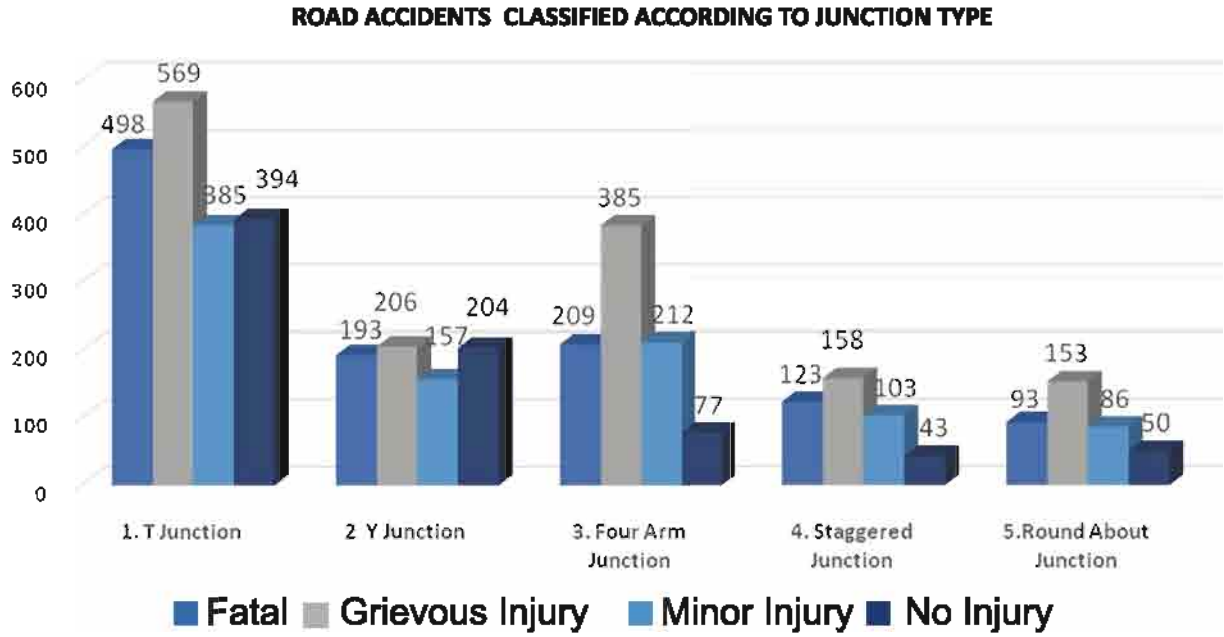
- 76% of road accidents in Maharashtra occurs on a straight road and 31% victims of these accidents get killed.
- While curved roads are the second highest to be more accident prone.



ROAD ACCIDENTS CLASSIFIED ACCORDING TO JUNCTION TYPE

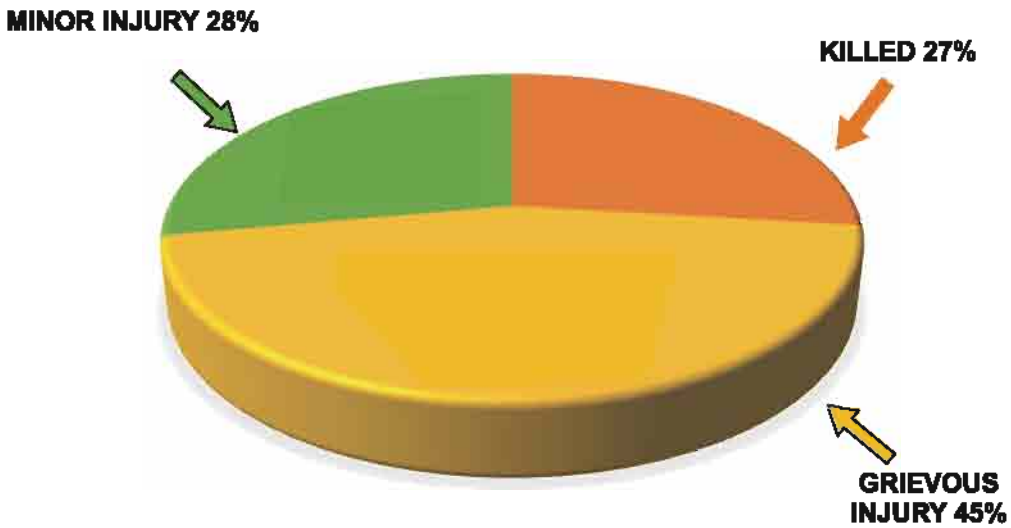
JANUARY TO DECEMBER 2018								
Junction Type *	Number of Accidents **					Number of Persons ***		
	Fatal	Grievous Injury	Minor Injury	No Injury	Total	Killed	Injury	
							Grievous Injury	Minor Injury
1. T Junction	498	569	385	394	**1846**	572	855	552
2 Y Junction	193	206	157	204	**760**	230	276	216
3. Four Arm Junction	209	385	212	77	**883**	216	530	276
4. Staggered Junction	123	158	103	43	**427**	120	197	112
5.Round About Junction	93	153	86	50	**382**	99	220	126
Total	**1116**	**1471**	**943**	**768**	**4298**	**1237**	**2078**	**1282**

ROAD ACCIDENTS CLASSIFIED ACCORDING TO JUNCTION TYPE



- Highest number of accidents happened at T junctions in Maharashtra.
- 57% of accidents at T junction result in fatal or grevious injuries.

% OF PERSONS INVOLVED IN ACCIDENTS

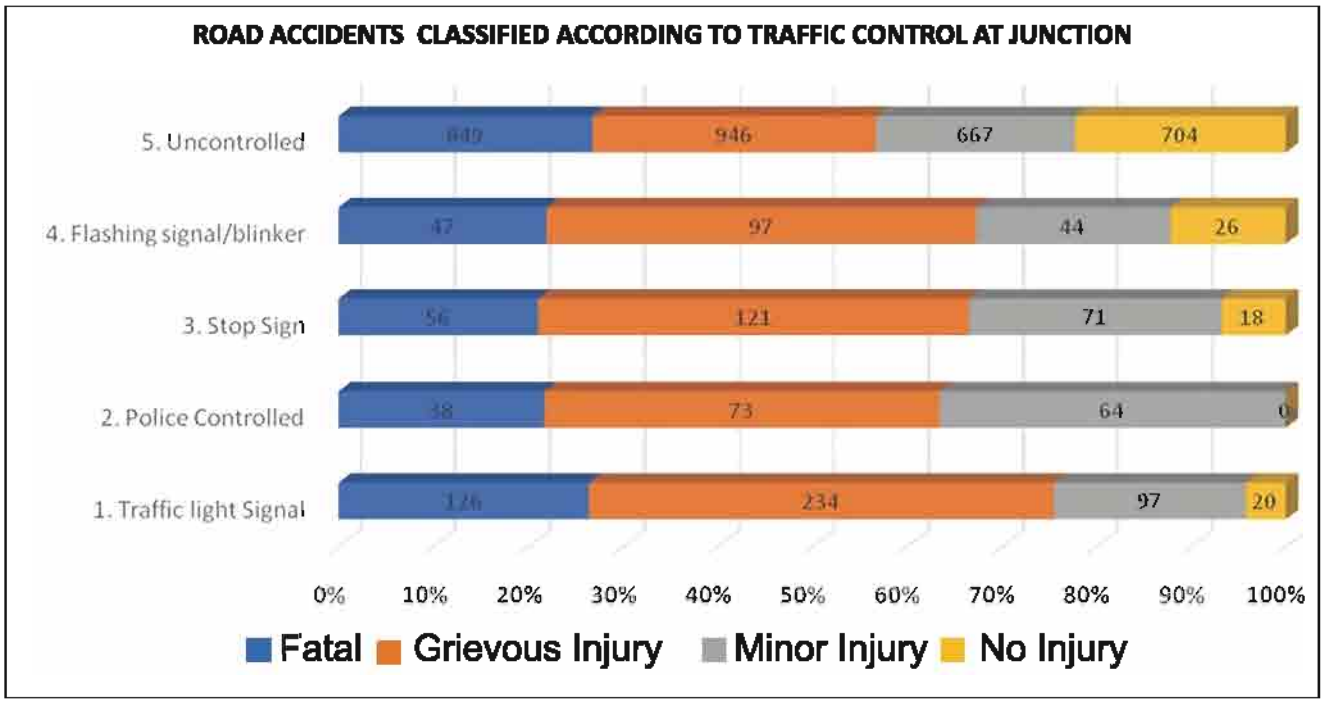


Four arm junction is the second highest junction with 883 Numbers followed by Y junction 760.

ROAD ACCIDENTS CLASSIFIED ACCORDING TO TRAFFIC CONTROL AT JUNCTION

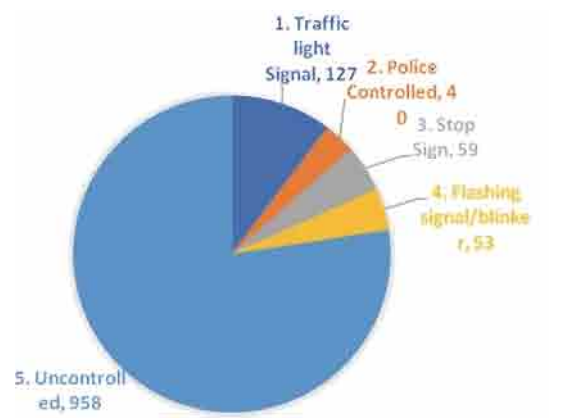
JANUARY TO DECEMBER 2018								
Traffic Control *	Number of Accidents **					Number of Persons ***		
	Fatal	Grievous Injury	Minor Injury	No Injury	Total	Killed	Injury	
							Grievous Injury	Minor Injury
1. Traffic light Signal	126	234	97	20	**477**	127	344	128
2. Police Controlled	38	73	64	0	**175**	40	83	85
3. Stop Sign	56	121	71	18	**266**	59	214	93
4. Flashing signal/blinker	47	97	44	26	**214**	53	129	64
5. Uncontrolled	849	946	667	704	**3166**	958	1308	912
Total	**1116**	**1471**	**943**	**768**	**4298**	**1237**	**2078**	**1282**

ROAD ACCIDENTS CLASSIFIED ACCORDING TO TRAFFIC CONTROL AT JUNCTION

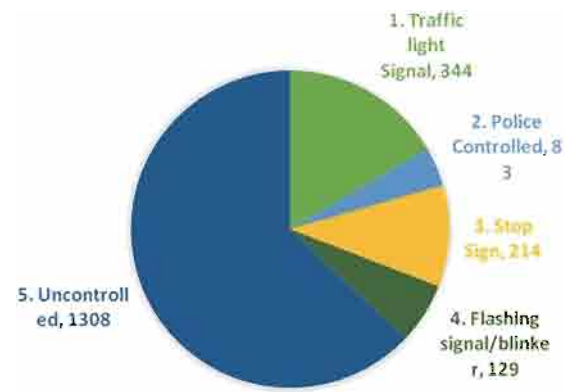


- 74% of road accidents take place at uncontrolled Roads where traffic signal or police is missing.
- 30% people die due to uncontrolled traffic at junctions.

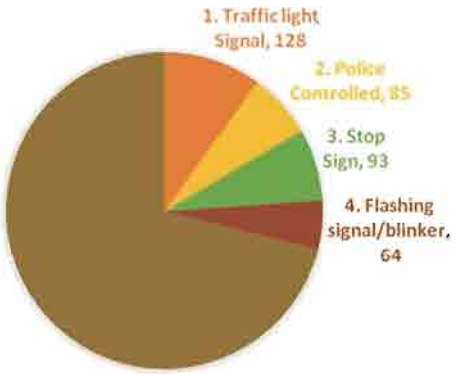
KILLED



GRIEVOUS INJURY



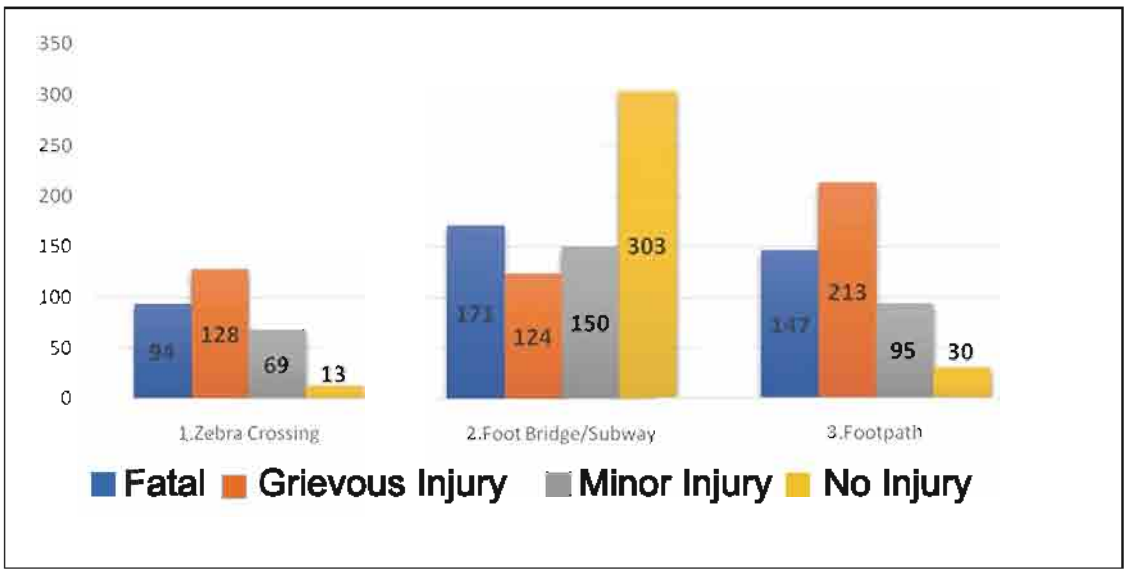
MINOR INJURY



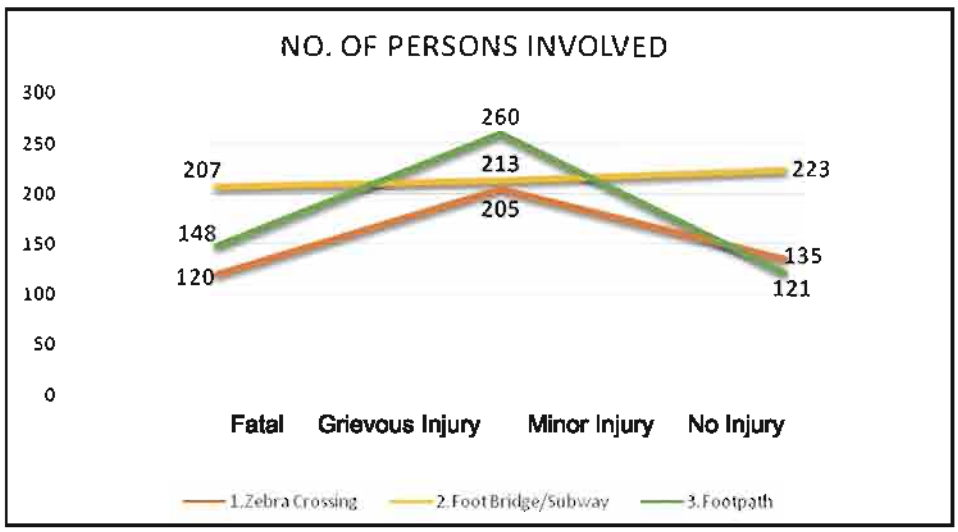
ROAD ACCIDENTS CLASSIFIED ACCORDING TO PEDESTRIAN INFRASTRUCTURE

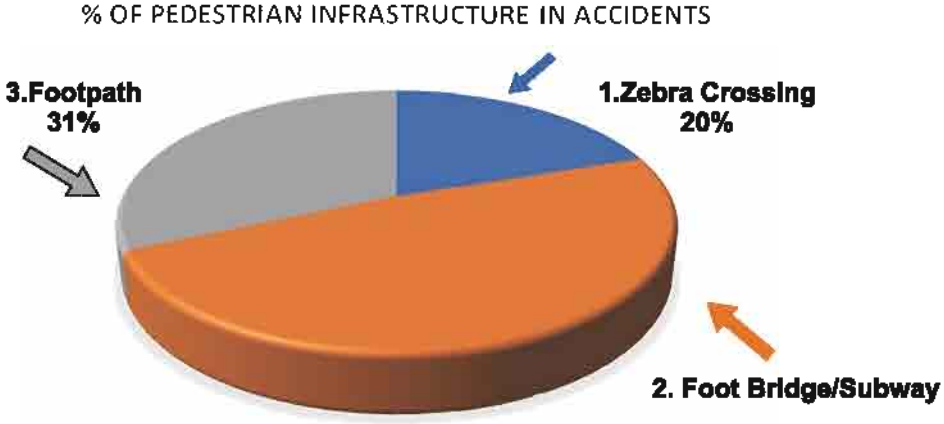
JANUARY TO DECEMBER 2018								
Pedestrian Infrastructure *	Number of Accidents **					Number of persons ***		
	Fatal	Grievous Injury	Minor Injury	Non Injury	Total	Fatal	Grievous Injury	Minor Injury
1.Zebra Crossing	94	128	69	13	**304**	120	205	135
2.Foot Bridge/Subway	171	124	150	303	**748**	207	213	223
3.Footpath	147	213	95	30	**485**	148	260	121
Total	**412**	**465**	**314**	**346**	**1537**	**475**	**678**	**479**

ROAD ACCIDENTS CLASSIFIED ACCORDING TO PEDESTRIAN INFRASTRUCTURE



- Large number of accidents happen at Foot Bridge Or subway followed by footpath.
- Cases of all types of injuries are high in accidents on Foot bridge/subway.
- Number of grevious injuries are high on footpath.

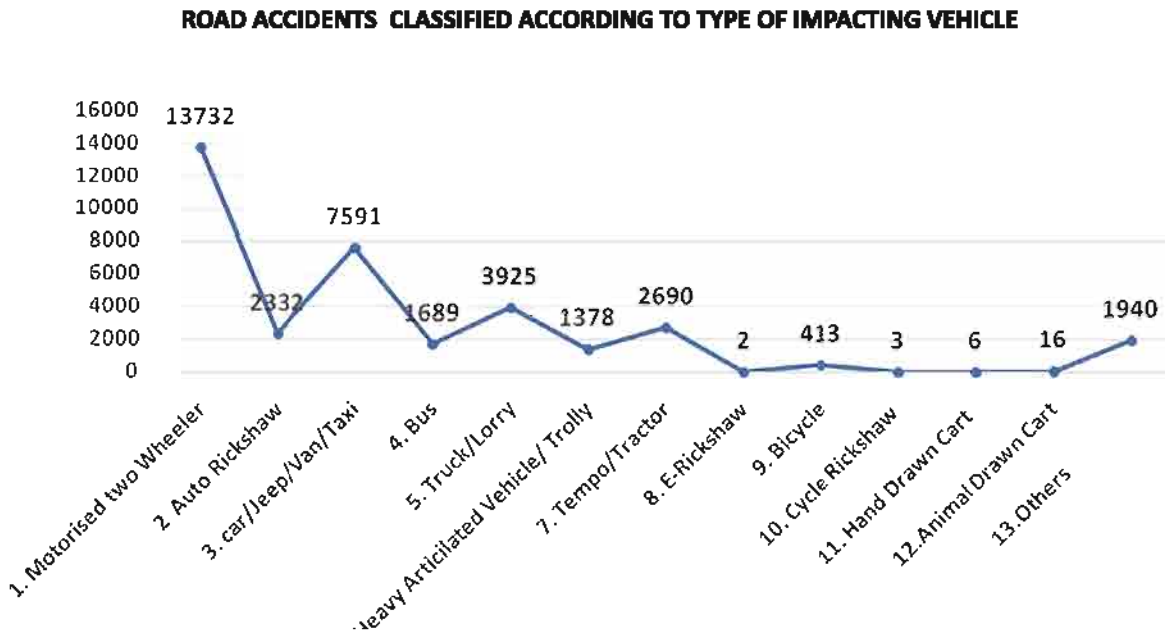




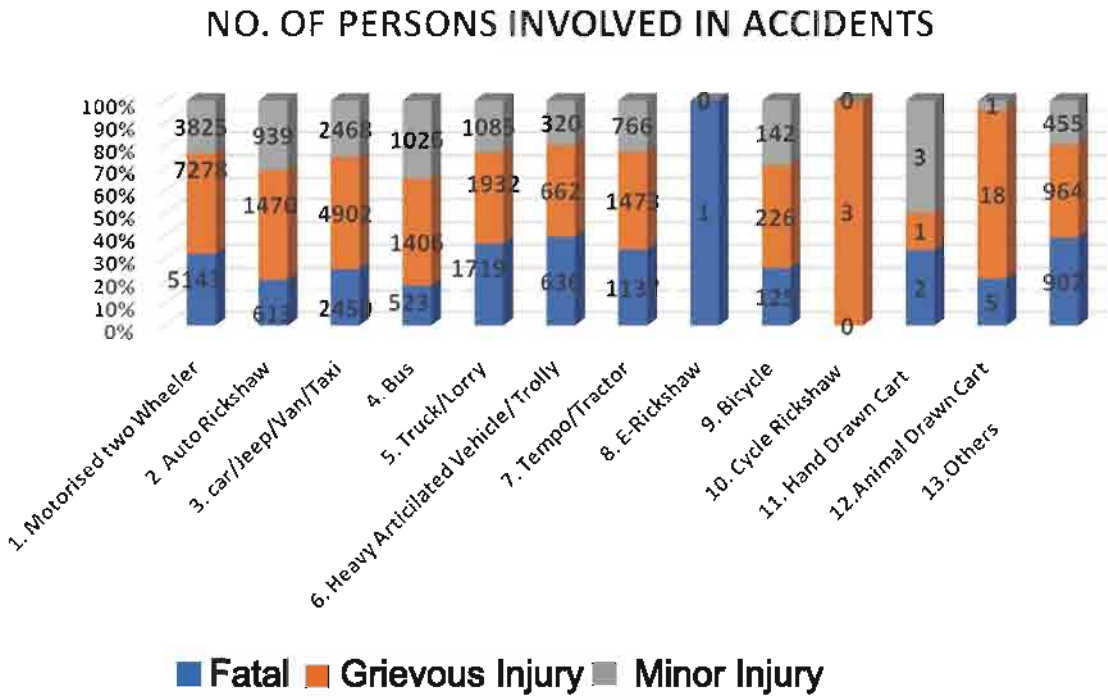
ROAD ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF IMPACTING VEHICLE

JANUARY TO DECEMBER 2018								
Type of Vehicle *	Number of Accidents **					Number of Persons ***		
	Fatal	Grievous Injury	Minor Injury	Non Injury	Total	Killed	Injury	
							Grievous Injury	Minor Injury
1. Motorised two Wheeler	4781	4848	2561	1542	**13732**	5143	7278	3825
2 Auto Rickshaw	549	961	499	323	**2332**	613	1470	939
3. car/Jeep/Van/Taxi	2208	3079	1371	933	**7591**	2450	4902	2468
4. Bus	444	584	361	300	**1689**	523	1406	1026
5. Truck/Lorry	1520	1075	649	681	**3925**	1719	1932	1085
6. Heavy Articilated Vehicle/ Trolly	573	424	220	161	**1378**	636	662	320
7. Tempo/Tractor	1043	896	472	279	**2690**	1137	1473	766
8. E-Rickshaw	1			1	**2**	1		
9. Bicycle	120	176	107	10	**413**	125	226	142
10. Cycle Rickshaw		3			**3**		3	
11. Hand Drawn Cart	2	1	2	1	**6**	2	1	3
12.Animal Drawn Cart	5	10	1		**16**	5	18	1
13.Others	852	591	342	155	**1940**	907	964	455
Total	**12098**	**12648**	**6585**	**4386**	**35717**	**13261**	**20335**	**11030**

ROAD ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF IMPACTING VEHICLE



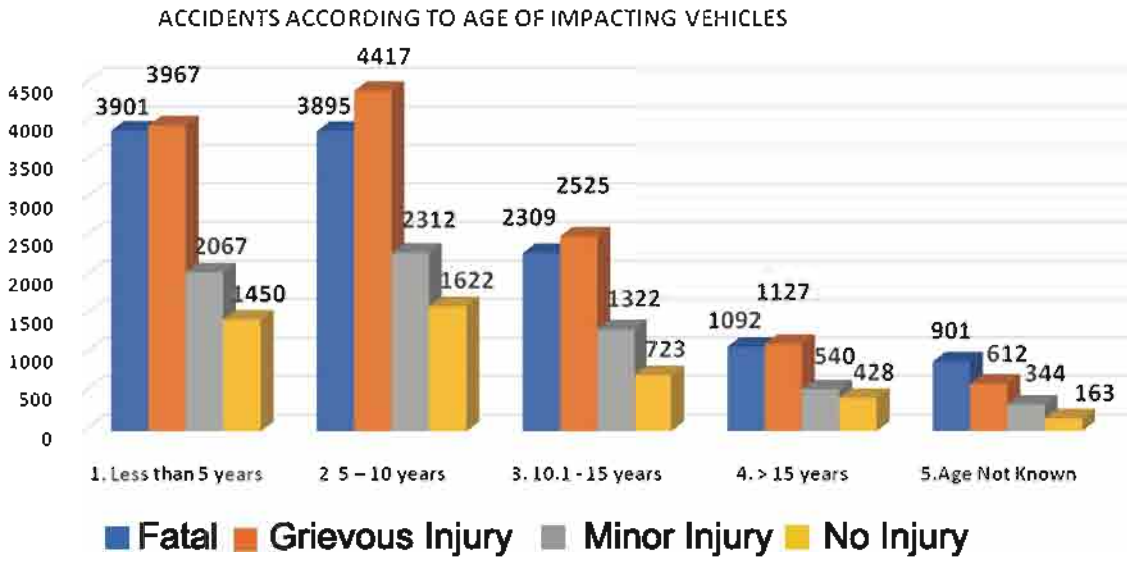
- Two wheelers is the most common vehicle responsible for 38% of road accidents in Maharashtra.
- Four wheelers share 21% in road accidents.
- More than 30% people died who were hit by Two wheelers, Four wheelers, truck/lorry, Heavy vehicle, Tempo/tractor.



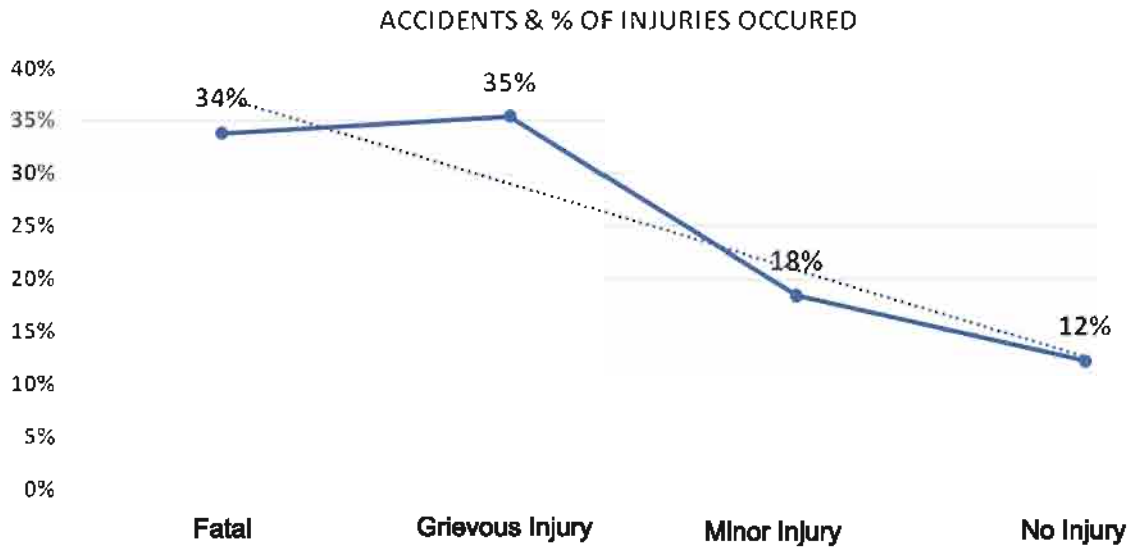
ACCIDENTS CLASSIFIED ACCORDING TO AGE OF IMPACTING VEHICLES

JANUARY TO DECEMBER 2018								
Age of Vehicles *	Number of Accidents **					Number of Persons ***		
	Fatal	Grievous Injury	Minor Injury	Non Injury	Total	Killed	Injury	
							Grievous Injury	Minor Injury
1. Less than 5 years	3901	3967	2067	1450	**11385**	4323	6468	3345
2. 5 – 10 years	3895	4417	2312	1622	**12246**	4303	6859	3914
3. 10.1 - 15 years	2309	2525	1322	723	**6879**	2472	4125	2251
4. > 15 years	1092	1127	540	428	**3187**	1196	1891	1047
5. Age Not Known	901	612	344	163	**2020**	967	992	473
Total	**12098**	**12648**	**6585**	**4386**	**35717**	**13261**	**20335**	**11030**

ACCIDENTS CLASSIFIED ACCORDING TO AGE OF IMPACTING VEHICLES



66% accidents happened through vehicles ageing 0 to 10 years at the Time of accidents.
69% people in these accidents suffer from fatal or grevious injuries.

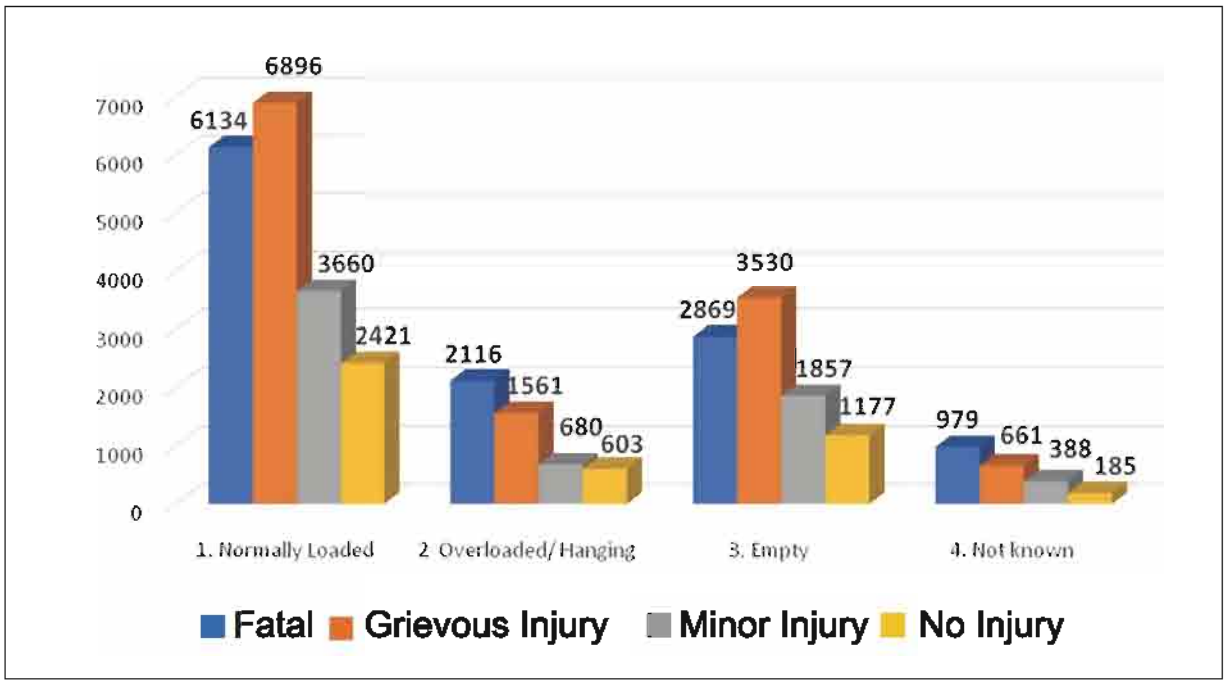


ACCIDENTS CLASSIFIED ACCORDING TO LOAD CONDITION OF INVOLVED VEICLE

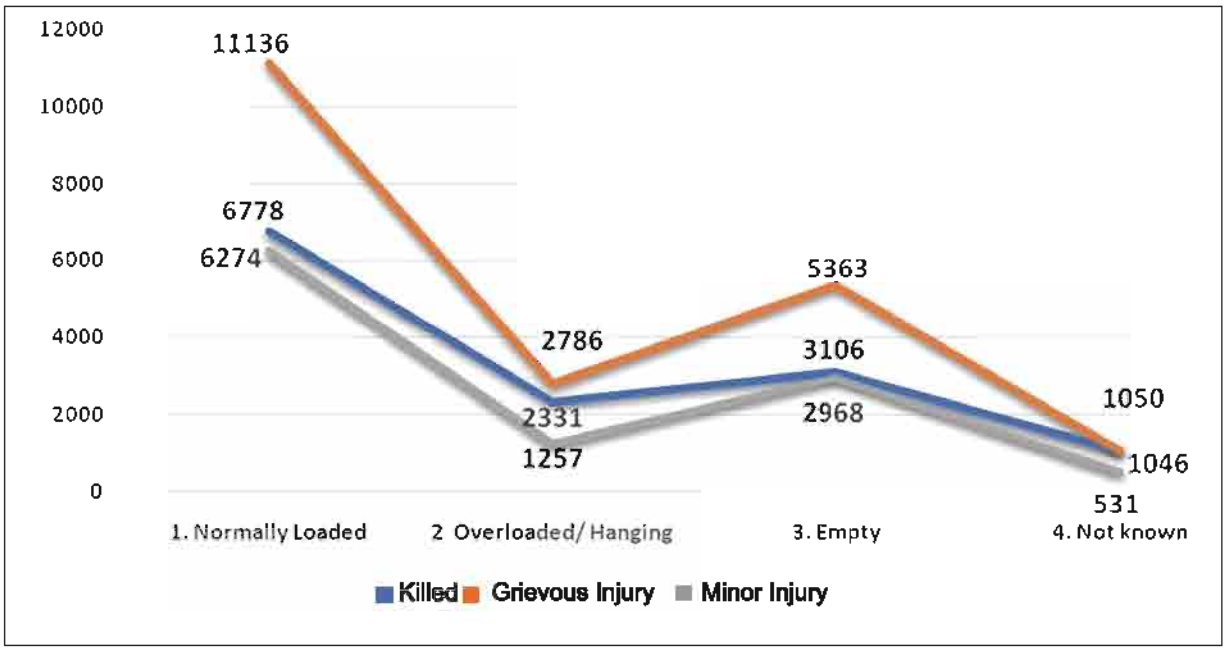
JANUARY TO DECEMBER 2018								
Load Condition *	Number of Accidents **					Number of Persons ***		
	Fatal	Grievous Injury	Minor Injury	Non Injury	Total	Killed	Injury	
							Grievous Injury	Minor Injury
1. Normally Loaded	6134	6896	3660	2421	**19111**	6778	11136	6274
2. Overloaded/ Hanging	2116	1561	680	603	**4960**	2331	2786	1257
3. Empty	2869	3530	1857	1177	**9433**	3106	5363	2968
4. Not known	979	661	388	185	**2213**	1046	1050	531
Total	**12098**	**12648**	**6585**	**4386**	**35717**	**13261**	**20335**	**11030**

ACCIDENTS ACCORDING TO LOAD CONDITION OF INVOLVED VEICLE

ACCIDENTS ACCORDING TO LOAD CONDITION OF INVOLVED VEICLE



NO. OF PERSONS INVOLVED IN ACCIDENTS

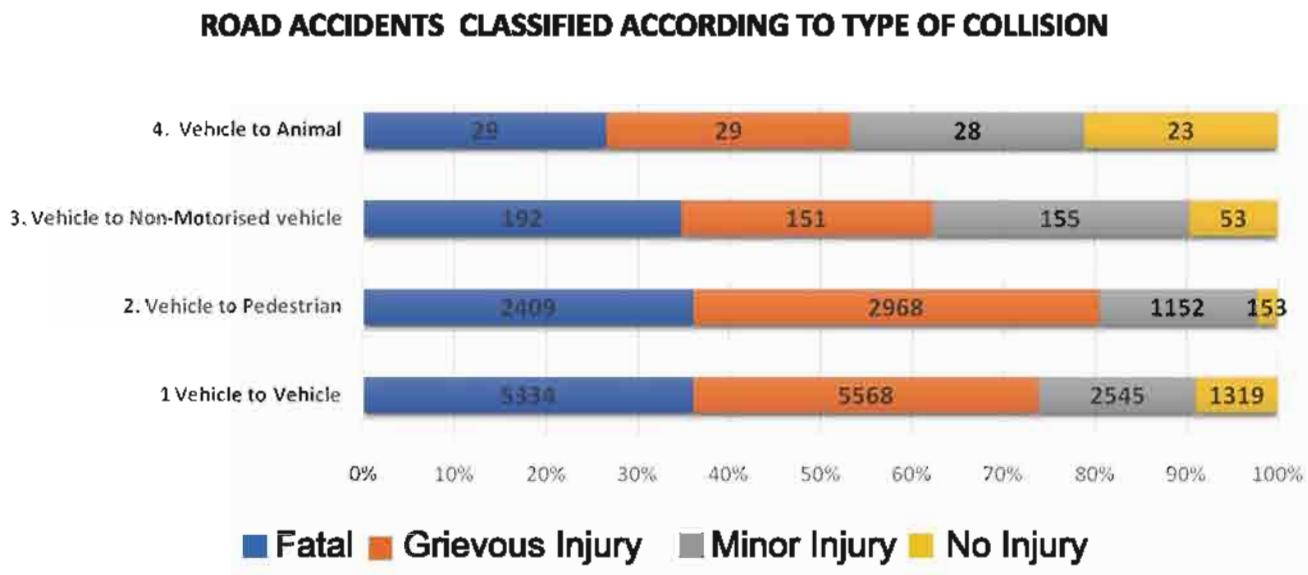


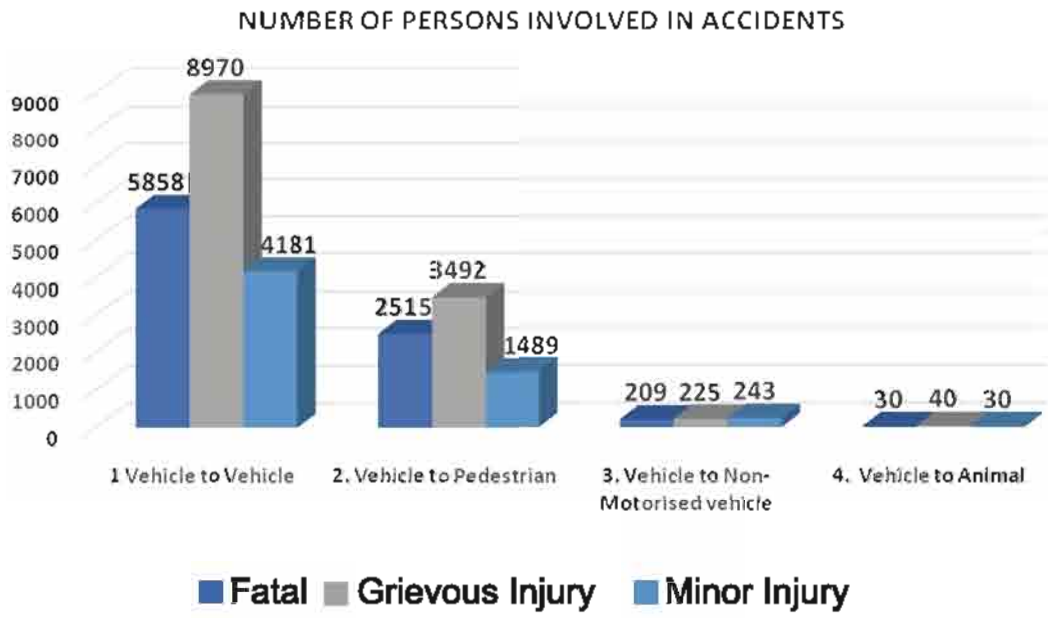
- Overspeeding or negligence of traffic related rules could be the primary reason for high number of accidents by normally loaded and empty vehicles.
- Number of deaths by these vehicles is also high.

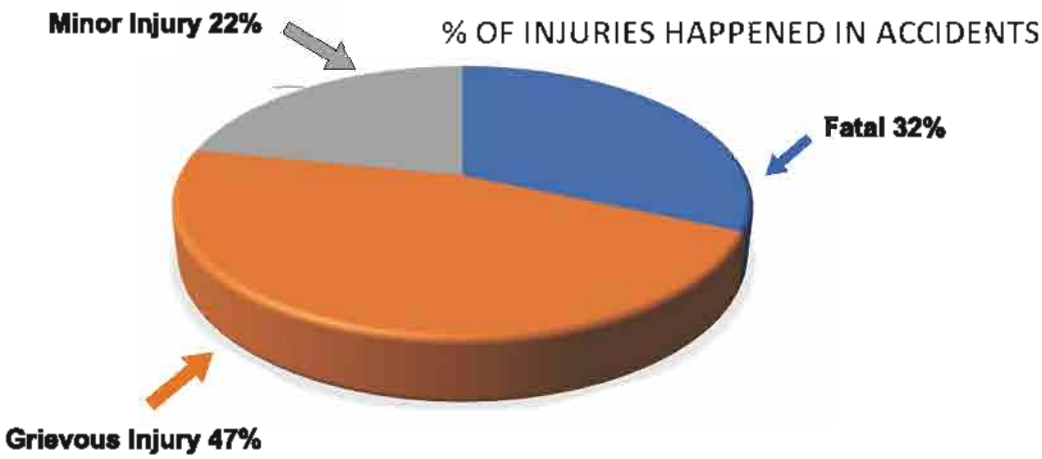
ROAD ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION-(A)

JANUARY TO DECEMBER 2018								
Nature of Accident *	Number of Accidents **					Number of Persons ***		
	Fatal	Grievous Injury	Minor Injury	Non Injury	Total	Fatal	Grievous Injury	Minor Injury
1. Vehicle to Vehicle	5334	5568	2545	1319	**14766**	5858	8970	4181
2. Vehicle to Pedestrian	2409	2968	1152	153	**6682**	2515	3492	1489
3. Vehicle to Non-Motorised vehicle	192	151	155	53	**551**	209	225	243
4. Vehicle to Animal	29	29	28	23	**109**	30	40	30
Total	**7964**	**8716**	**3880**	**1548**	**22108**	**8612**	**12727**	**5943**

ROAD ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION



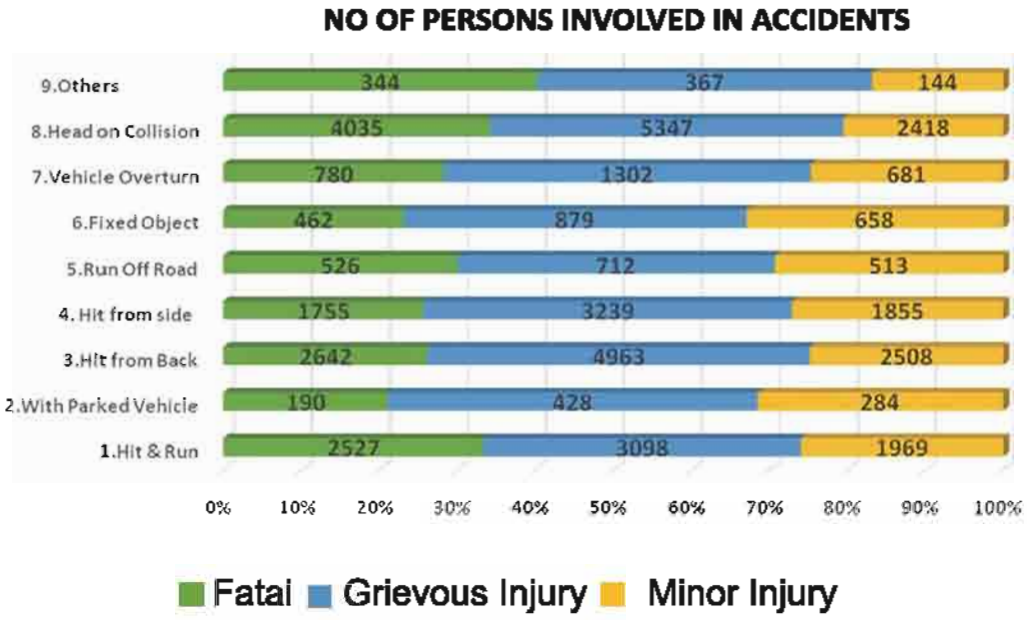




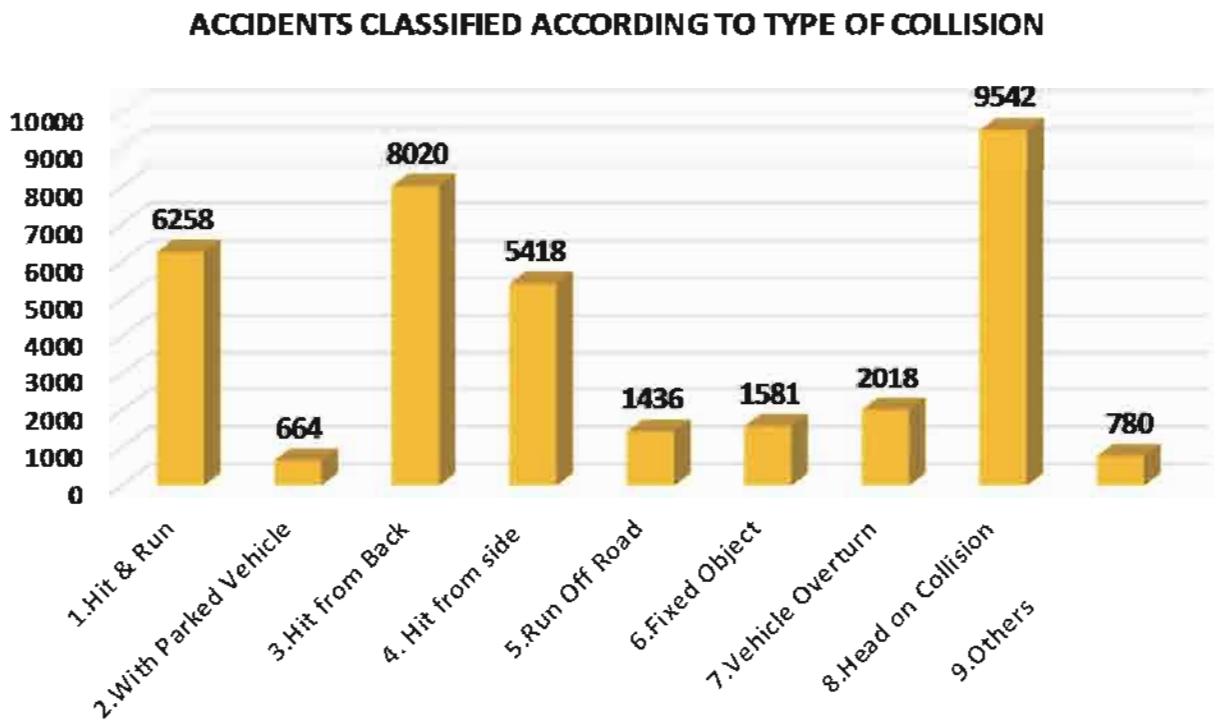
ROAD ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION-(B)

JANUARY TO DECEMBER 2018								
Nature of Accident/ Fatalities #	Number of Accidents **					Number of persons ***		
	Fatal	Grievous Injury	Minor Injury	Non Injury	Total	Fatal	Grievous Injury	Minor Injury
1.Hit & Run	2185	1775	1294	1004	**6258**	2527	3098	1969
2.With Parked Vehicle	169	251	174	70	**664**	190	428	284
3.Hit from Back	2464	3189	1525	842	**8020**	2642	4963	2508
4. Hit from side	1624	2073	1058	663	**5418**	1755	3239	1855
5.Run Off Road	492	431	339	174	**1436**	526	712	513
6.Fixed Object	398	582	367	234	**1581**	462	879	658
7.Vehicle Overturn	705	679	329	305	**2018**	780	1302	681
8.Head on Collision	3777	3390	1376	999	**9542**	4035	5347	2418
9.Others	284	278	123	95	**780**	344	367	144
Total	**12098**	**12648**	**6585**	**4386**	**35717**	**13261**	**20335**	**11030**

ROAD ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF COLLISION



- Head on collision(9542), Hit from Back(8020) and Hit & Run(6258) are among the top three reasons in collison type.
- Death rate in all type of collisions are more than 20%.

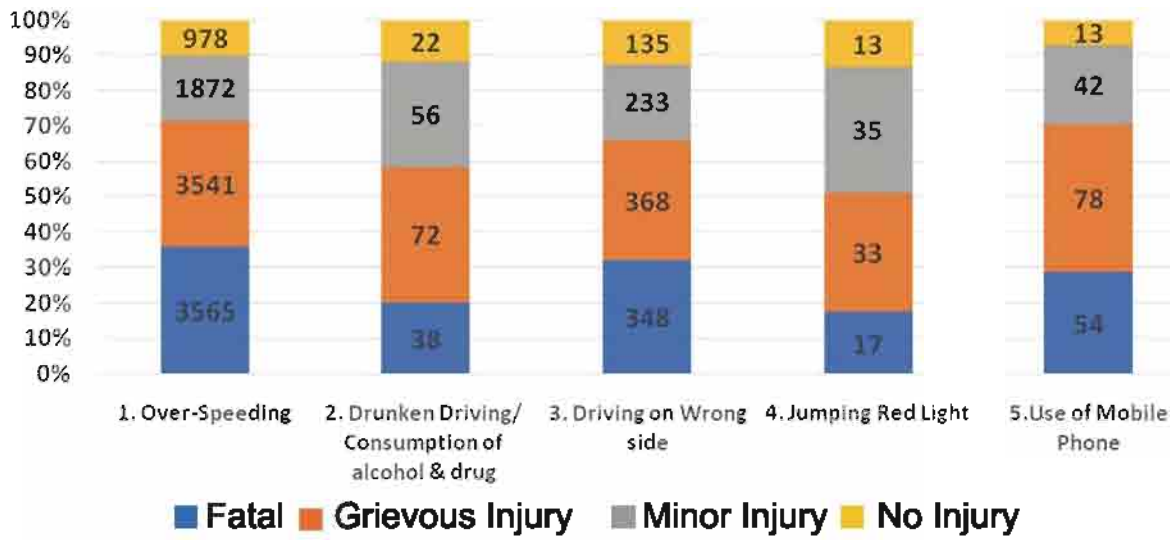


ROAD ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF TRAFFIC VIOLATIONS

JANUARY TO DECEMBER 2018								
Type of Traffic Violations *	Number of Accidents **					Number of Persons ***		
	Fatal	Grievous Injury	Minor Injury	Non Injury	Total	Killed	Injury	
							Grievous Injury	Minor Injury
1. Over-Speeding	3565	3541	1872	978	**9956**	3926	5623	3060
2. Drunken Driving/ Consumption of alcohol & drug	38	72	56	22	**188**	42	112	85
3. Driving on Wrong side	348	368	233	135	**1084**	384	562	362
4. Jumping Red Light	17	33	35	13	**98**	16	47	47
5.Use of Mobile Phone	54	78	42	13	**187**	55	129	87
Total	**4022**	**4092**	**2238**	**1161**	**11513**	**4423**	**6473**	**3641**

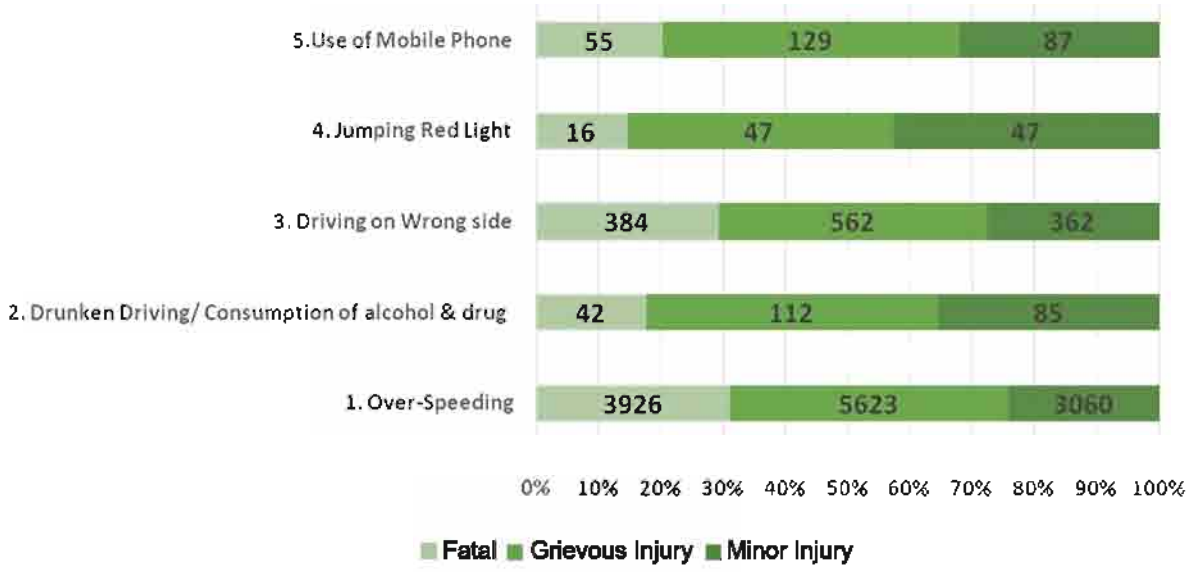
ROAD ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF TRAFFIC VIOLATIONS

ROAD ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF TRAFFIC VIOLATIONS



- Here, overspeeding is the primary reason for Road accidents.
- 86% accidents happened because of overspeeding In 2018 in Maharashtra.

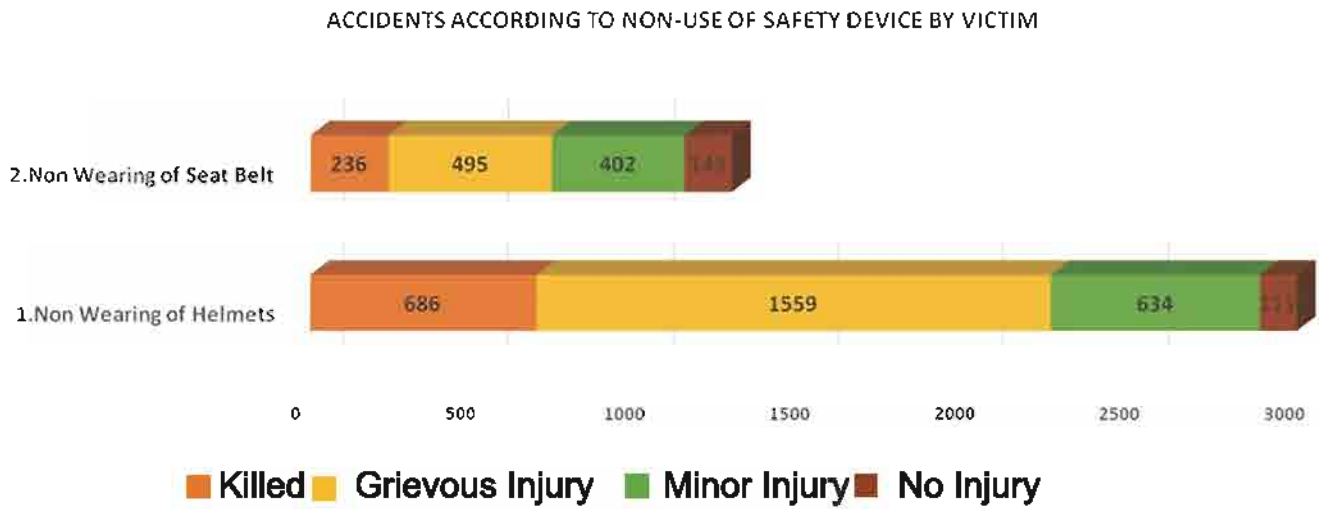
NO OF PERSONS INVOLVED IN ACCIDENTS



ROAD ACCIDENTS CLASSIFIED ACCORDING TO NON- USE SAFETY DEVICE BY VICTIM

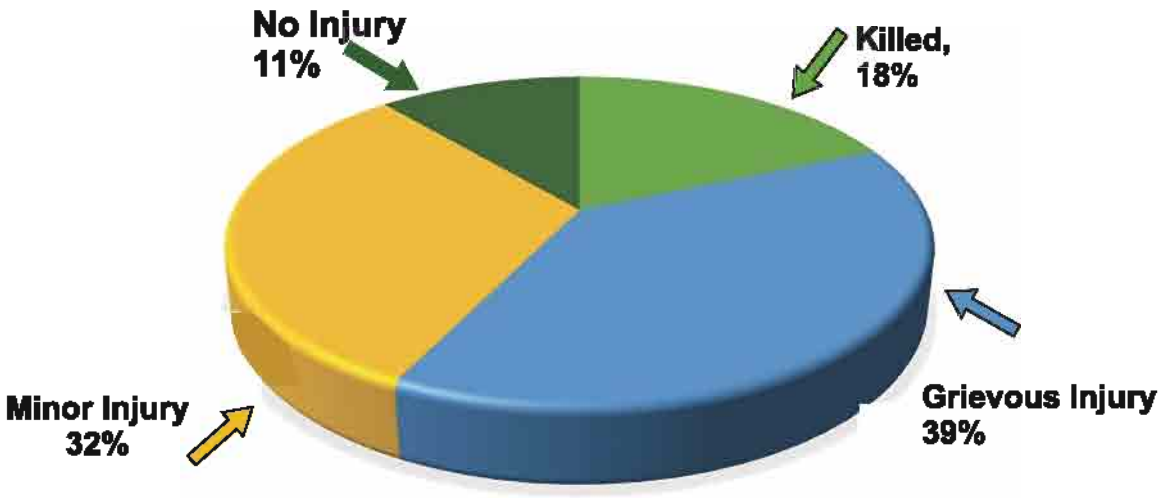
JANUARY TO DECEMBER 2018								
Use of Requisite Safety Devices (*) (#)	Number of Persons **							
	Killed		Grievous Injury		Minor Injury		No Injury	
Safety Devices (*) (#)	YES	NO	YES	NO	YES	NO	YES	NO
1.Wearing of Helmets	**686**	**5252**	**1559**	**6420**	**634**	**3551**	**111**	**612**
a) Drivers*	537	3520	1045	3772	446	2023	77	468
b) Passengers #	149	1732	514	2648	188	1528	34	144
2.Wearing of Seat Belt	**236**	**1656**	**495**	**2921**	**402**	**1713**	**143**	**526**
a. Drivers*	148	602	275	899	194	501	113	384
b. Passengers #	88	1054	220	2022	208	1212	30	142
Total	**922**	**6908**	**2054**	**9341**	**1036**	**5264**	**254**	**1138**

ACCIDENTS CLASSIFIED ACCORDING TO NON- USE SAFETY DEVICE BY VICTIM



% OF FATALITIES DUE TO NON USE OF HELMETS

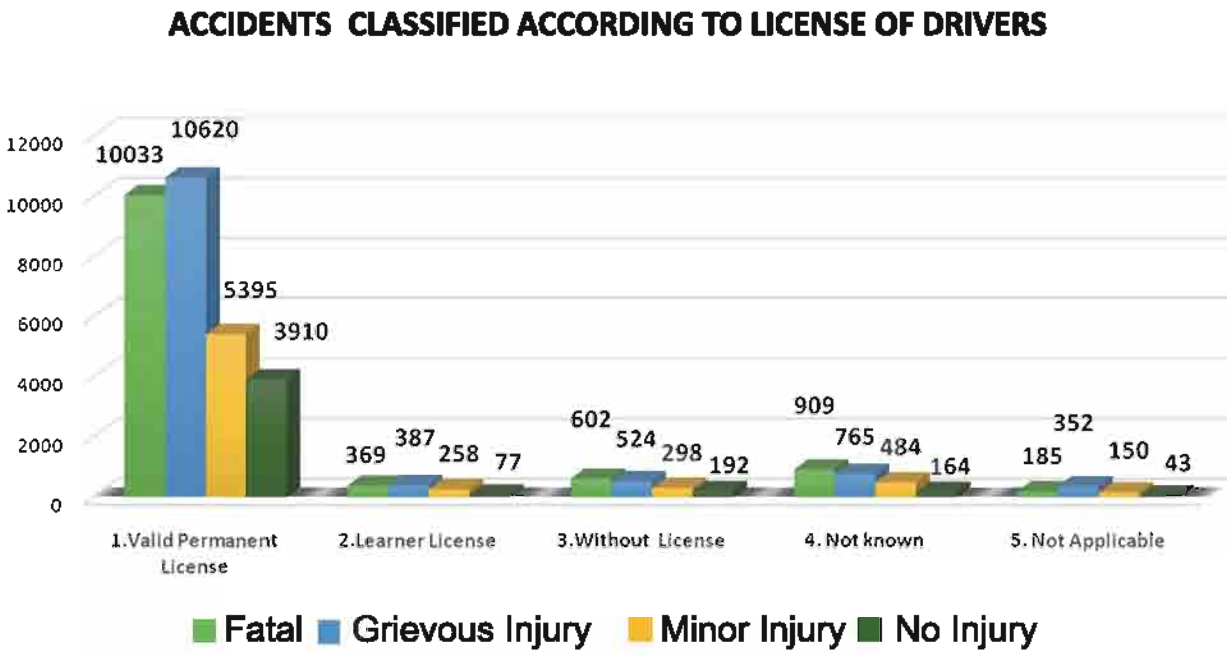
% OF FATALITIES DUE TO NON USE OF SEAT BELTS

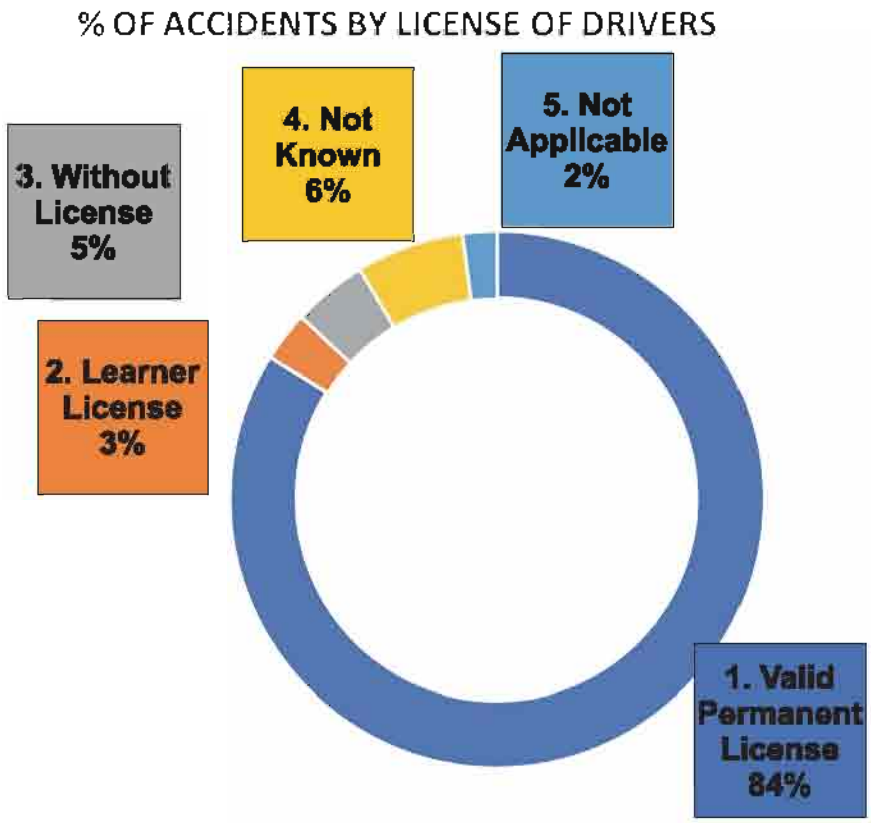


ACCIDENTS CLASSIFIED ACCORDING TO LICENSE OF DRIVERS

JANUARY TO DECEMBER 2018					
Type of License *	Number of Accidents **				
	Fatal	Grievous Injury	Minor Injury	Non Injury	Total
1. Valid Permanent License	10033	10620	5395	3910	**29958**
2.Learner License	369	387	258	77	**1091**
3.Without License	602	524	298	192	**1616**
4. Not known	909	765	484	164	**2322**
5. Not Applicable	185	352	150	43	**730**
Total	**12098**	**12648**	**6585**	**4386**	**35717**

ACCIDENTS CLASSIFIED ACCORDING TO LICENSE OF DRIVERS





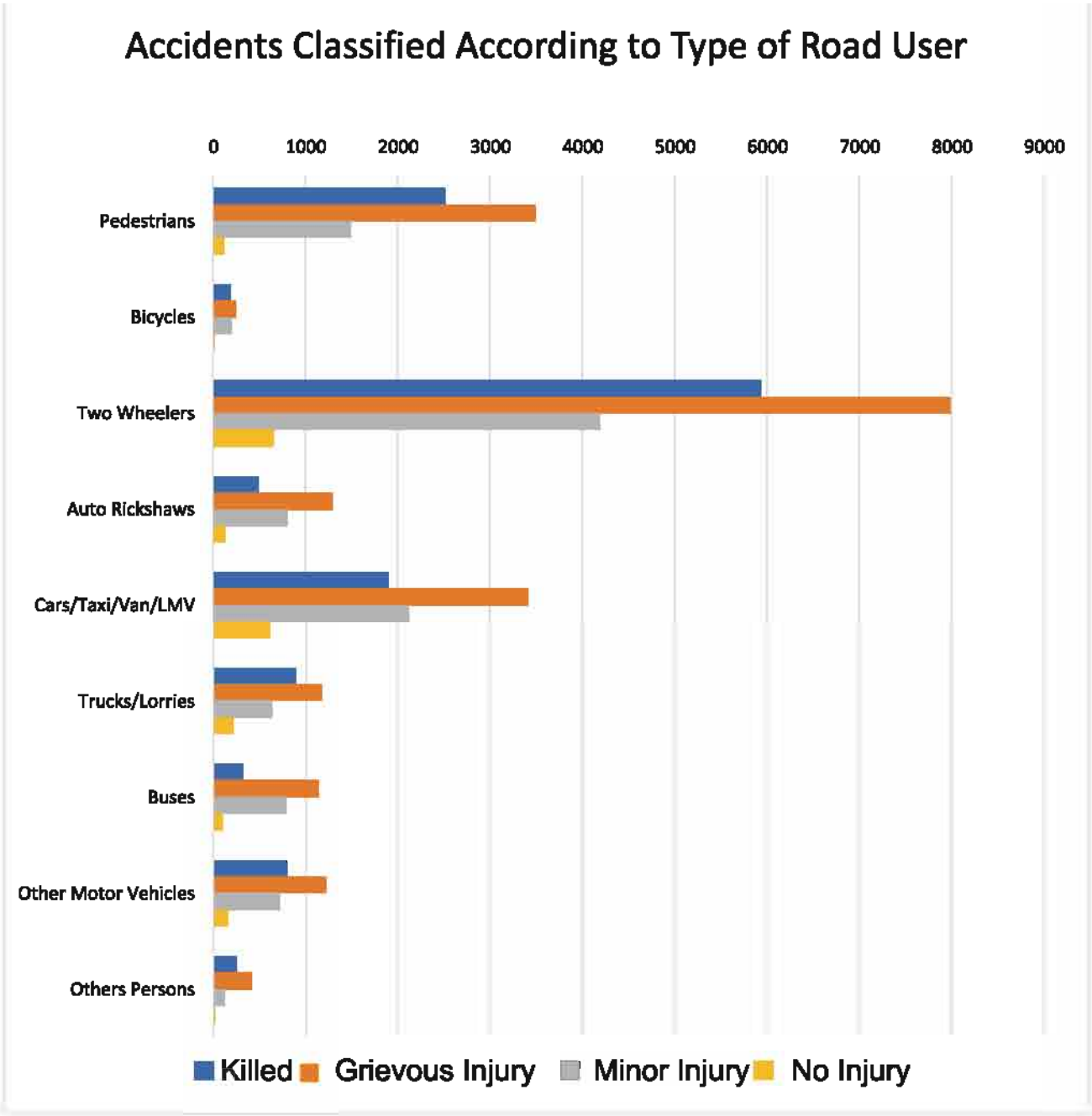
ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF ROAD USER

JANUARY TO DECEMBER 2018

Persons	Number of Persons									
	Fatal		Grievous Injury		Minor Injury		Non Injury		Total	
	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
1.Pedestrians	2046	469	2652	840	1082	407	96	21	5876	1737
2. Bicycles	169	23	218	26	154	45	13	2	554	96
a. Drivers	149	16	177	18	90	31	5	0	421	65
b. Passengers	20	7	41	8	64	14	8	2	133	31
3. Two Wheelers'	5343	595	6814	1165	3445	740	586	71	16188	2571
a. Drivers	3947	110	4537	280	2264	205	453	41	11201	636
b. Passengers	1396	485	2277	885	1181	535	133	30	4987	1935
4. Auto Rickshaws	412	79	1004	287	606	196	111	15	2133	577
a. Drivers	170	1	388	1	235	3	87	0	880	5
b. Passengers	242	78	616	286	371	193	24	15	1253	572
5. Cars/Taxi/Van/LMV	1590	302	2732	684	1698	417	541	64	6561	1467
a. Drivers	744	6	1113	61	664	31	434	39	2955	137
b. Passengers	846	296	1619	623	1034	386	107	25	3606	1330
6. Trucks/Lorries	821	64	1090	71	578	52	205	3	2694	190
a. Drivers	446	0	581	0	241	0	154	0	1422	0
b. Passengers	375	64	509	71	337	52	51	3	1272	190
7. Buses	274	44	836	289	622	158	83	9	1815	500
a. Drivers	76	0	152	0	131	0	57	1	416	1
b. Passengers	198	44	684	289	491	158	26	8	1399	499
8. Other Motor Vehicles	697	90	1021	194	529	182	149	5	2396	471
a. Drivers	284	2	411	5	224	26	105	0	1024	33
b. Passengers	413	88	610	189	305	156	44	5	1372	438
9.Others Persons	200	43	299	113	89	30	16	1	604	187
Total	11552	1709	16666	3669	8803	2227	1800	191	38821	7796
a)Drivers	5667	119	7182	347	3759	265	1295	81	18319	877
b)Pedestrain+ Passengers+Other Persons	5885	1590	9484	3322	5044	1962	505	110	20502	6919

ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF ROAD USER

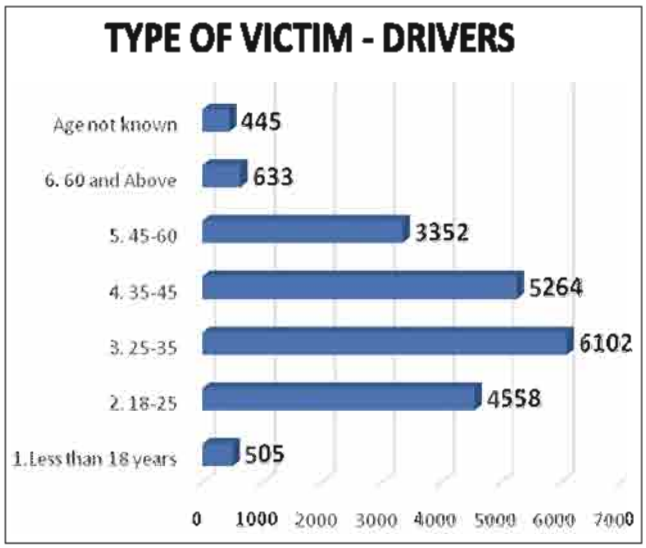
Persons/ Vehicles	Fatal	Grievous Injury	Minor Injury	Non-Injury	Grant Total
Pedestrians	2515	3492	1489	117	7613
Bicycles	192	244	199	15	650
Two Wheelers	5938	7979	4185	657	18759
Auto Rickshaws	491	1291	802	126	2710
Cars/Taxi/Van/LMV	1892	3416	2115	605	8028
Trucks/Lorries	885	1161	630	208	2884
Buses	318	1125	780	92	2315
Other Motor Vehicles	787	1215	711	154	2867
Others Persons	243	412	119	17	791
Total	13261	20335	11030	1991	46617

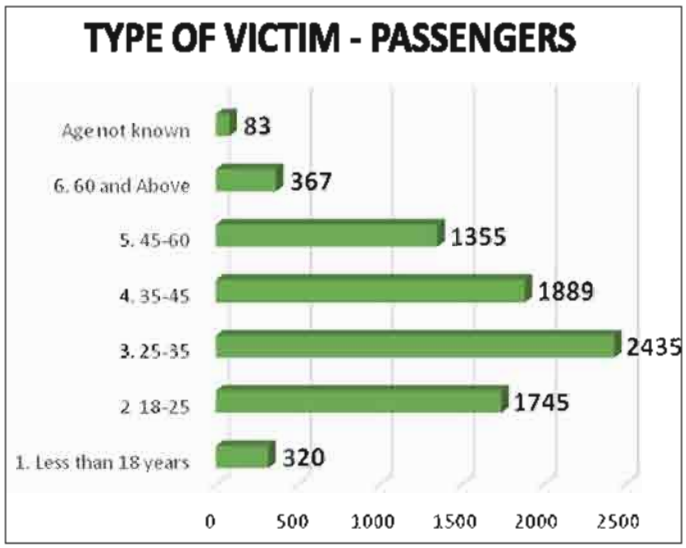


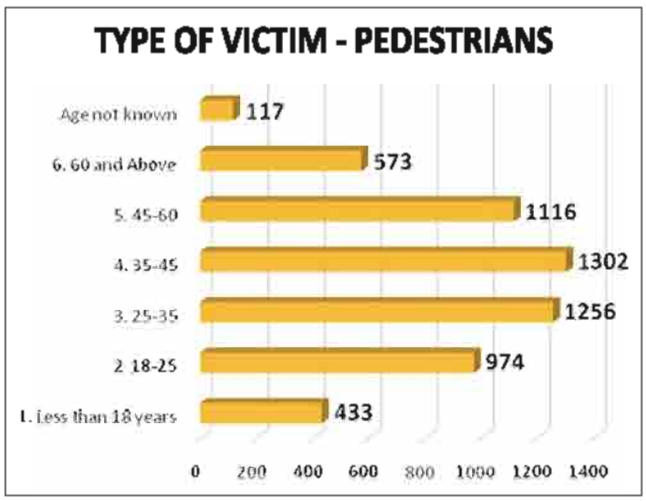
ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF VICTIMS, AGE AND SEX

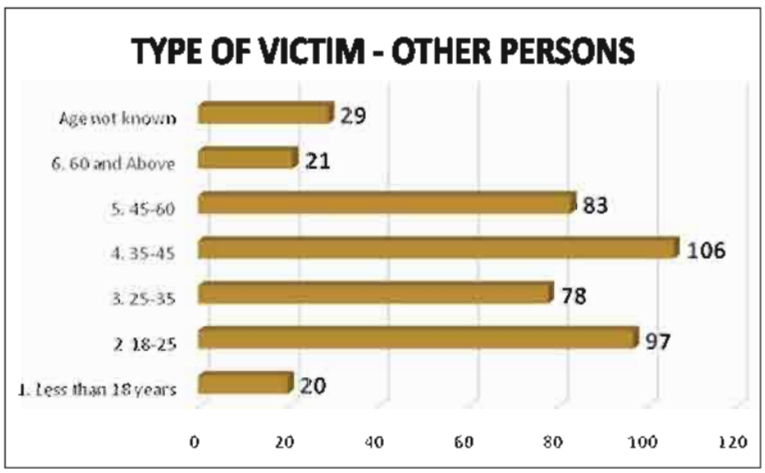
JANUARY TO DECEMBER 2018									
Victims	Number of Accidents					Number of Persons			
						Killed		Injured	
	Fatal	Grievous Injury	Minor Injury	Non Injury	Total	Male	Female	Male	Female
(A)Drivers – Total	**6680**	**7072**	**3683**	**3224**	**20659**	**5667**	**119**	**10941**	**612**
1.Less than 18 years	102	197	117	89	505	90	7	262	39
2. 18-25	1455	1600	876	627	4558	1255	30	2567	165
3. 25-35	1994	2121	1160	827	6102	1653	45	3204	189
4. 35-45	1656	1630	1027	951	5264	1392	20	2730	130
5. 45-60	1121	1117	594	520	3352	955	12	1682	57
6. 60 and Above	228	266	79	60	633	204	2	343	16
Age not known	124	141	30	150	445	118	3	153	16
(B) Passengers – Total	**3128**	**2647**	**1489**	**930**	**8194**	**3470**	**1055**	**10034**	**3823**
1. Less than 18 years	133	111	50	26	320	152	58	399	200
2 18-25	638	591	292	224	1745	737	212	2220	758
3. 25-35	908	831	456	240	2435	967	311	2880	1001
4. 35-45	787	527	356	219	1889	905	246	2408	984
5. 45-60	489	429	251	186	1355	513	174	1583	672
6. 60 and Above	142	130	62	33	367	156	44	428	172
Age not known	31	28	22	2	83	40	10	116	36
(C) Pedestrian – Total	**2016**	**2601**	**982**	**172**	**5771**	**2046**	**469**	**3734**	**1247**
1. Less than 18 years	115	221	90	7	433	102	30	281	115
2 18-25	315	433	188	38	974	331	71	700	194
3. 25-35	411	560	244	41	1256	435	111	853	262
4. 35-45	491	565	196	50	1302	506	113	811	269
5. 45-60	407	521	162	26	1116	439	77	690	235
6. 60 and Above	226	259	78	10	573	185	62	343	144
Age not known	51	42	24	0	117	48	5	56	28
(D) Cyclist – Total	**120**	**170**	**145**	**24**	**459**	**169**	**23**	**372**	**71**
1. Less than 18 years	17	29	13	1	60	13	2	38	18
2 18-25	44	46	39	4	133	50	11	135	25
3. 25-35	24	31	46	7	108	35	2	82	14
4. 35-45	21	40	12	10	83	35	4	62	9
5. 45-60	8	21	24	2	55	31	2	44	1
6. 60 and Above	5	3	11	0	19	4	2	11	4
Age not known	1	0	0	0	1	1	0	0	0
(E)Other persons – Total	**154**	**158**	**86**	**36**	**434**	**200**	**43**	**388**	**143**
1. Less than 18 years	8	8	2	2	20	9	2	8	3
2 18-25	41	36	17	3	97	40	7	75	41
3. 25-35	30	32	14	2	78	39	7	89	40
4. 35-45	45	39	19	3	106	65	15	147	31
5. 45-60	21	37	24	1	83	33	9	59	26
6. 60 and Above	9	6	6	0	21	14	3	5	2
Age not known	0	0	4	25	29	0	0	5	0
Total	**12098**	**12648**	**6585**	**4386**	**35717**	**11552**	**1709**	**25469**	**5896**
1. Less than 18 years	375	566	272	125	1338	366	99	988	375
2 18-25	2493	2706	1412	896	7507	2413	331	5697	1183
3. 25-35	3367	3575	1920	1117	9979	3129	478	7108	1506
4. 35-45	3000	2801	1610	1233	8644	2903	395	6158	1423
5. 45-60	2046	2125	1055	735	5961	1971	274	4058	991
6 .60 and Above	610	664	236	103	1613	563	113	1130	338
Age not known	207	211	80	177	675	207	18	330	80

ACCIDENTS CLASSIFIED ACCORDING TO TYPE OF VICTIMS, AGE AND SEX









District wise Road Accidents in Maharashtra- 2018

Ahmednagar 2018

Population: 4,543,159

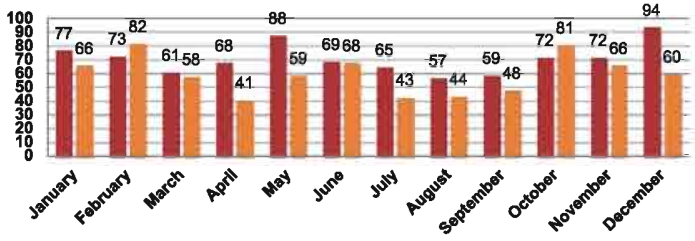
Crashes:**1812**

Fatalities: **855**

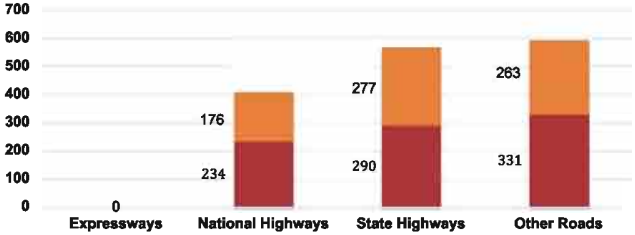
Fatalities/100000: 18.8

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs.**
- No. of fatalities are higher on **other roads; 3.74%** of the total fatalities have occurred at junctions.
- The trend graph shows a **3.8% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-60-year-old.**
- **Two-wheeler drivers** are the most vulnerable of all victims.

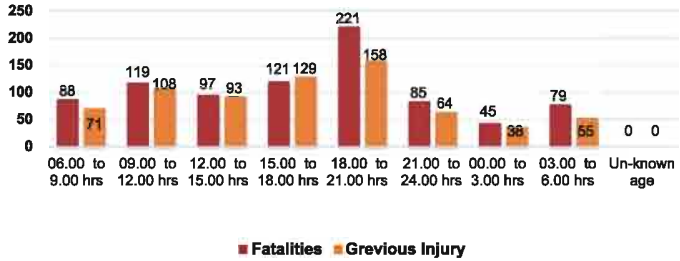
MONTH-WISE



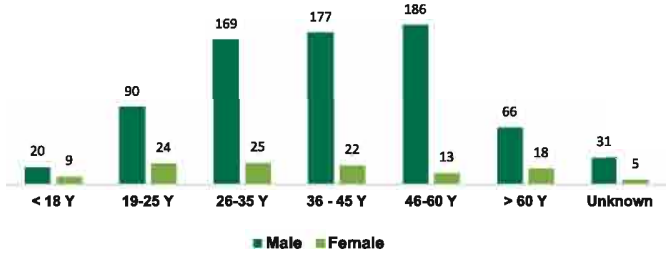
TYPE OF ROAD



TIME OF CRASH



AGE & GENDER



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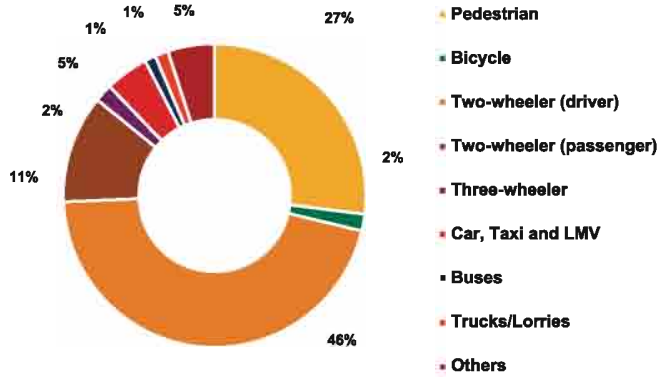
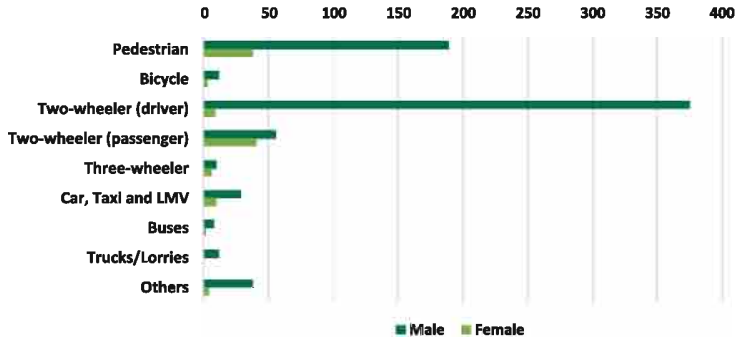


FATALITIES TREND GRAPH

MODE & GENDER



Akola, 2018

Population: 1,813,906

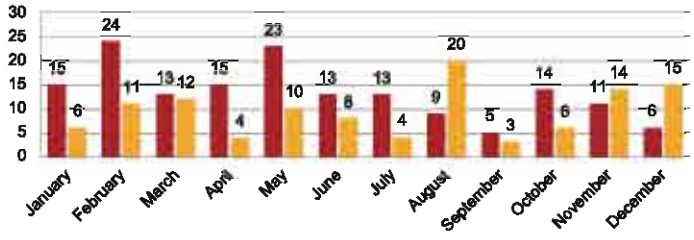
Crashes: 652

Fatalities: 161

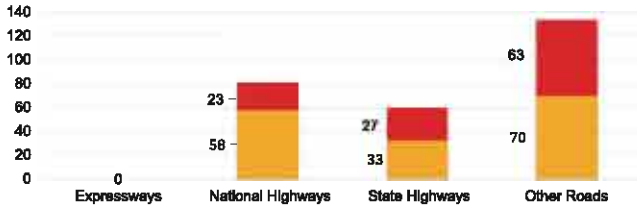
Fatalities/100000: 8.9

- Most fatalities have occurred between **15.00 hrs to 21.00 hrs.**
- No. of fatalities are higher on **other roads; 17.39%** of the total fatalities have occurred at junctions.
- The trend graph shows a **4.2% decrease in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-45-year-olds.**
- **Two-wheeler drivers** and users of **other modes** are the most vulnerable of all victims.

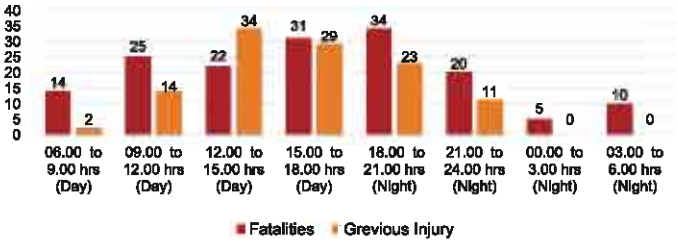
MONTH-WISE



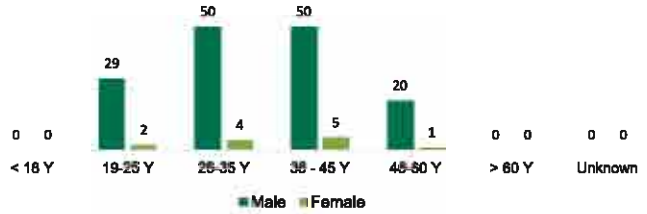
TYPE OF ROAD



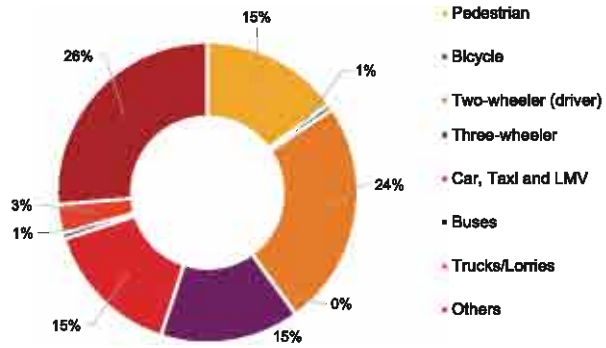
TIME OF CRASH



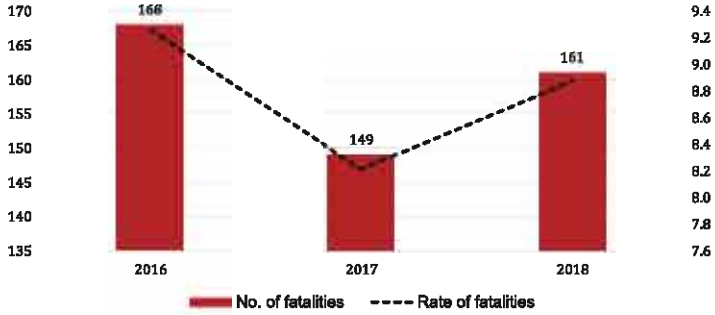
AGE & GENDER



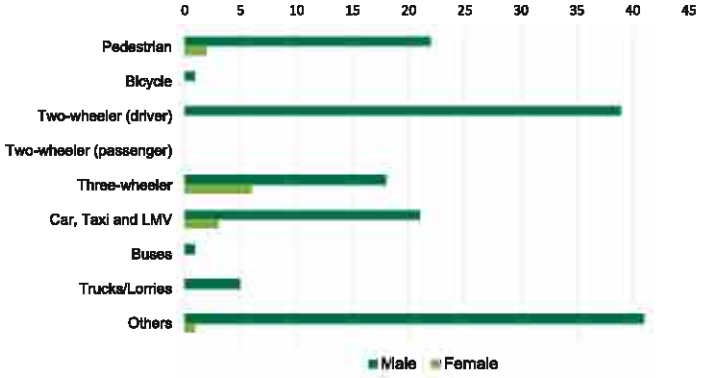
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE AND GENDER



Amravati City 2018

Population: 2,888,445

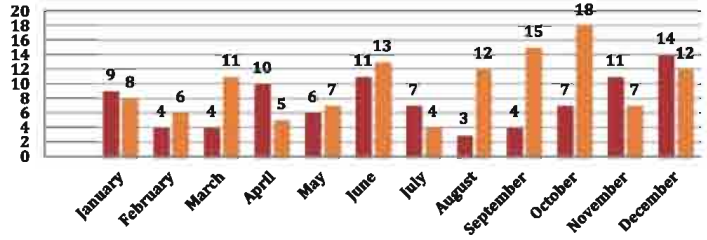
Crashes: **466**

Fatalities: **90**

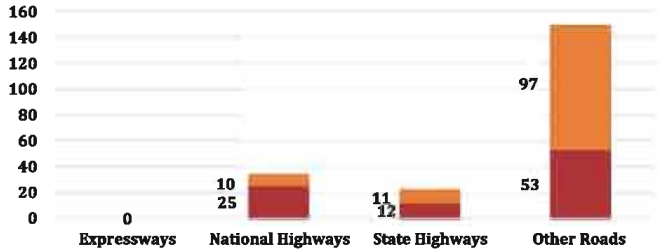
Fatalities/100000: **3.1**

- Most fatalities have occurred between **3.00 hrs to 6.00 hrs.**
- No. of fatalities are higher on **other roads.**
- The trend graph shows a **0.8% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **19-25-year-olds.**
- **Two-wheeler drivers** are the most vulnerable of all victims.

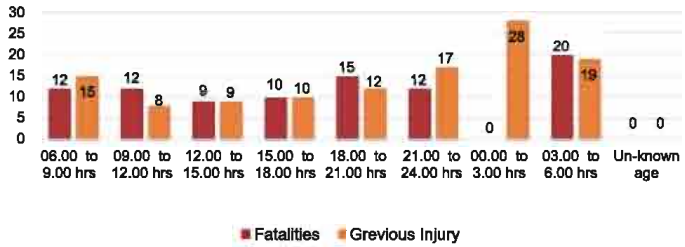
MONTH-WISE



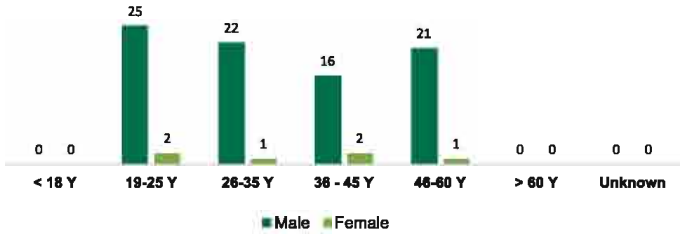
TYPE OF ROADS



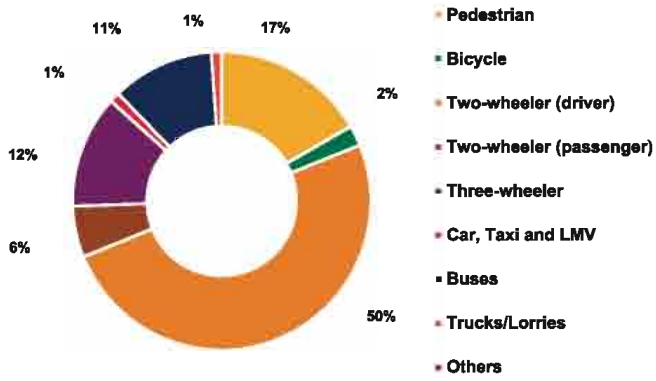
TIME OF CRASH



AGE & GENDER

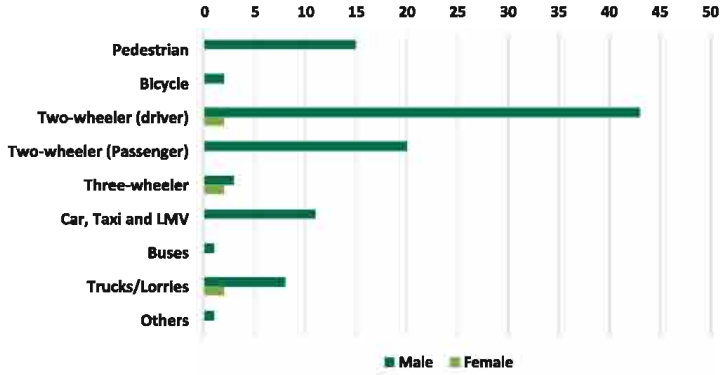


MODE OF TRANSPORT



FATALITIES TREND GRAPH

MODE & GENDER



Amravati Rural 2018

Population: 2,888,445

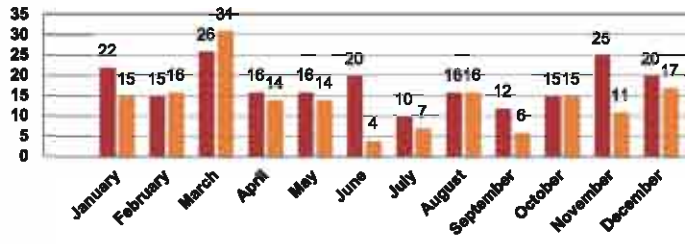
Crashes: 652

Fatalities: 213

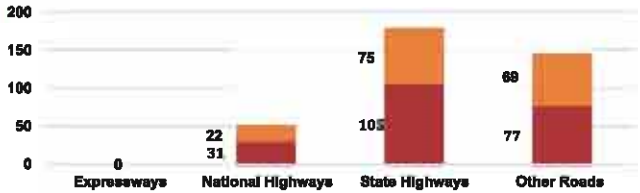
Fatalities/100000: 7.4

- Most fatalities have occurred between **18.00 hrs to 24.00 hrs.**
- No. of fatalities are higher on **state highways.**
- The trend graph shows a **3.4% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **36-45-year-olds.**
- **Two-wheeler drivers** are the most vulnerable of all victims.

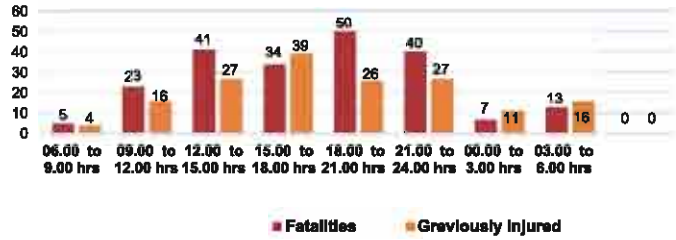
MONTH-WISE



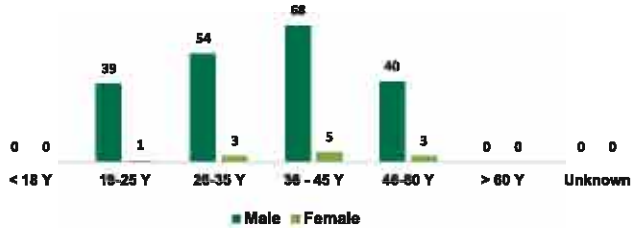
TYPE OF ROAD



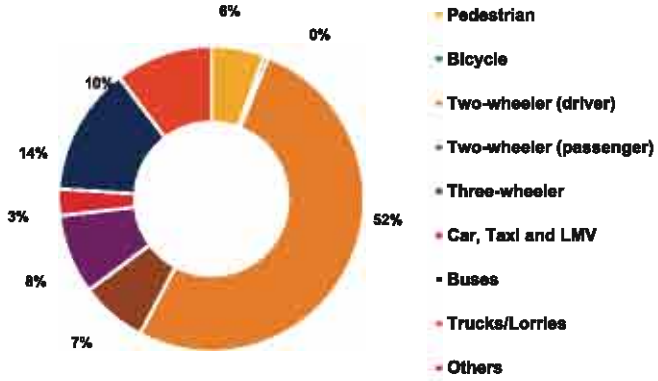
TIME OF CRASH



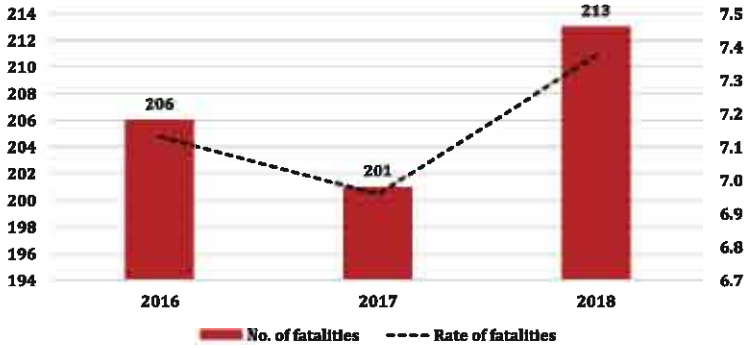
AGE & GENDER



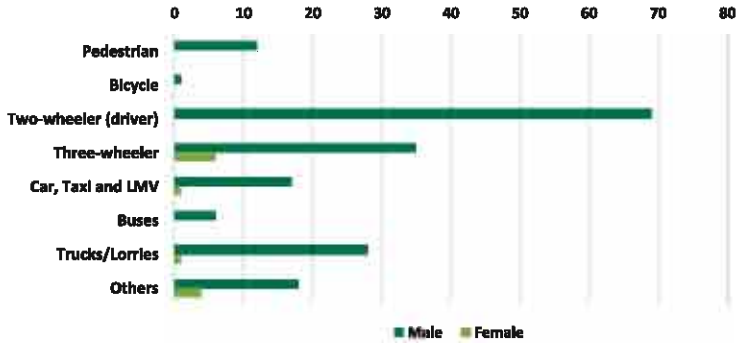
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Aurangabad City 2018

Population: 3,701,282

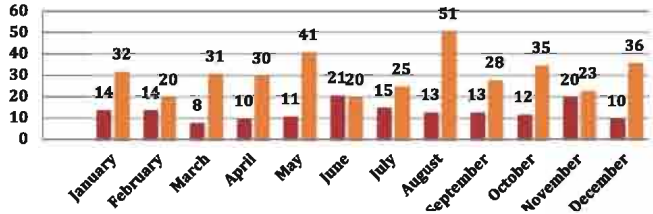
Crashes: **654**

Fatalities: **161**

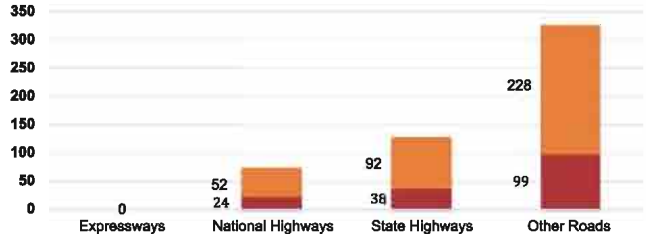
Fatalities/100000: 4.3

- Most fatalities have occurred between **15.00 hrs to 18.00 hrs**.
- No. of fatalities are higher on **other roads; 17.39%** of the total fatalities have occurred at junctions.
- The trend graph shows a **12.2% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-35-year-old**.
- **Two-wheeler drivers** are the most vulnerable of all victims.

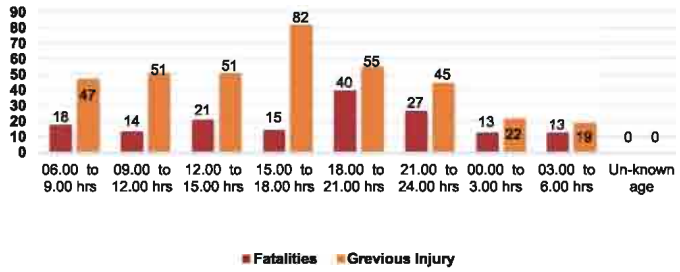
MONTH-WISE



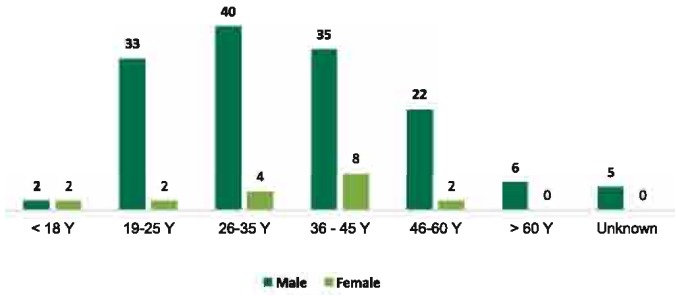
TYPE OF ROAD



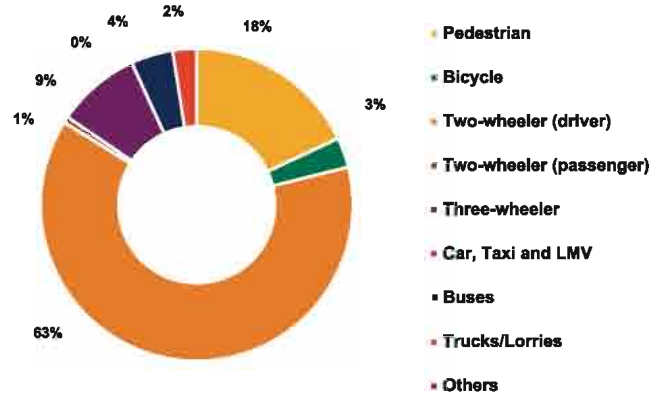
TIME OF CRASH



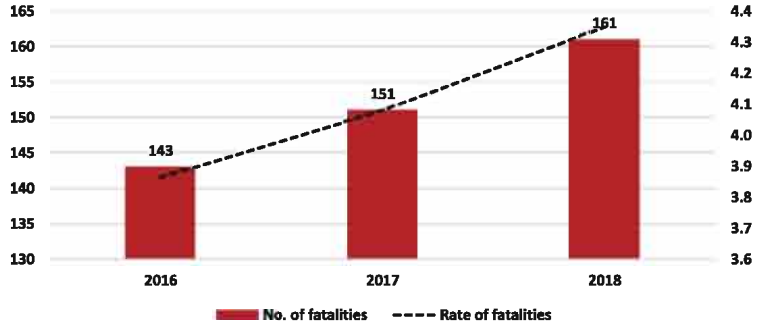
AGE & GENDER



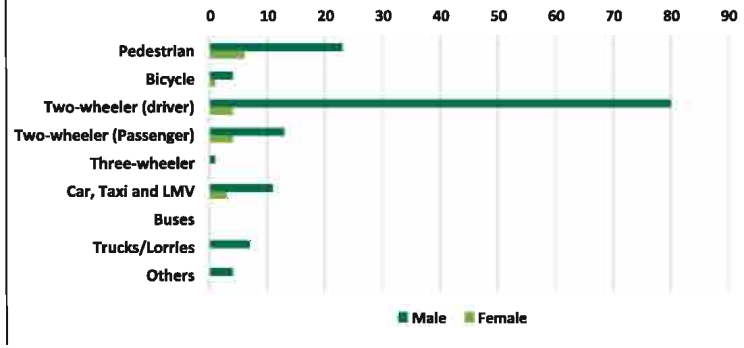
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Aurangabad Rural 2018

Population: 3,701,282

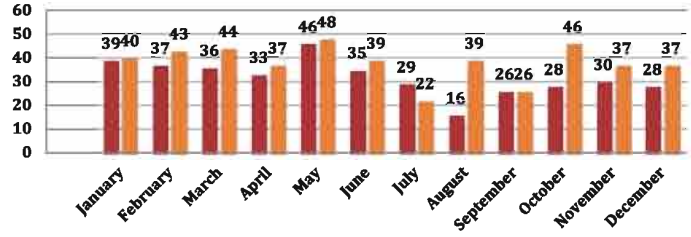
Crashes: **897**

Fatalities: **383**

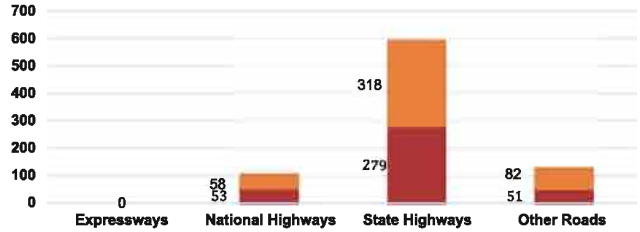
Fatalities/100000: 10.3

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs**.
- No. of fatalities are higher on **other roads**.
- The trend graph shows a **12.9% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **19-25-year-olds**.
- **Two-wheeler drivers** are the most vulnerable of all victims.

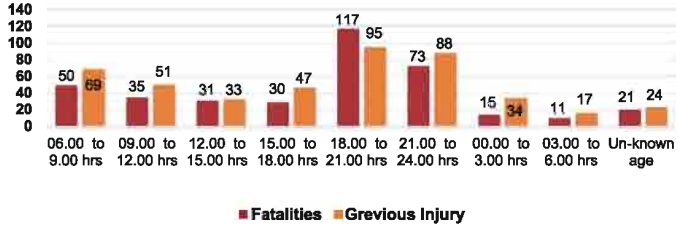
MONTH-WISE



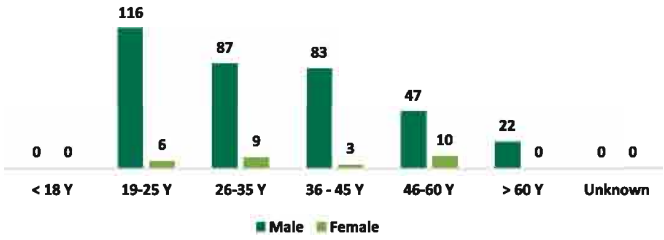
TYPE OF ROAD



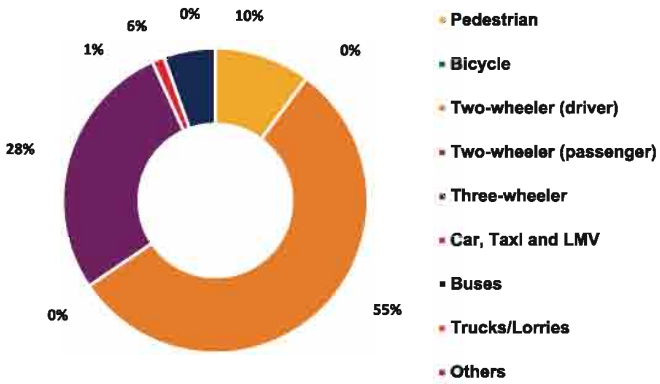
TIME OF CRASH



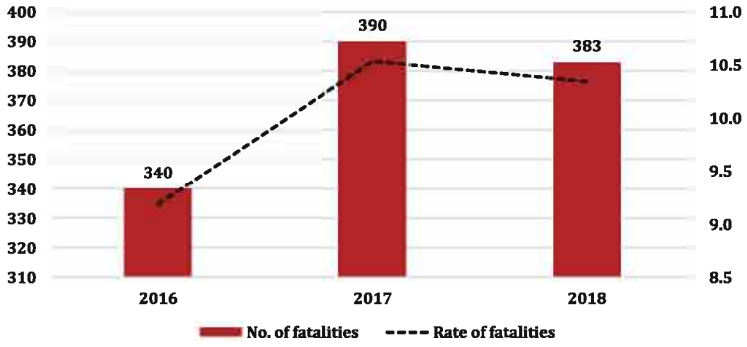
AGE & GENDER



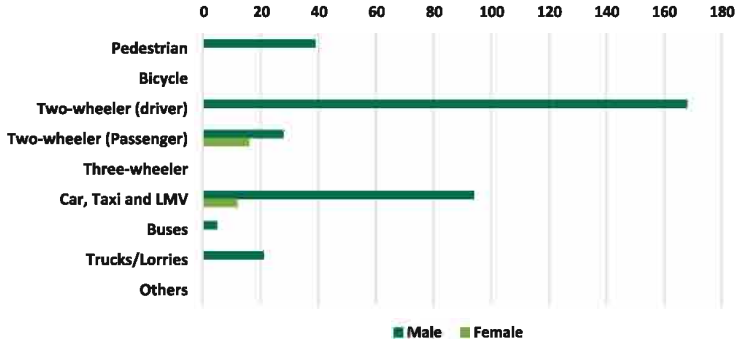
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Beed 2018

Population: 2,585,049

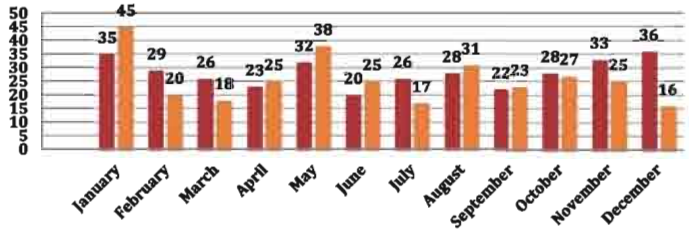
Crashes: **721**

Fatalities: **338**

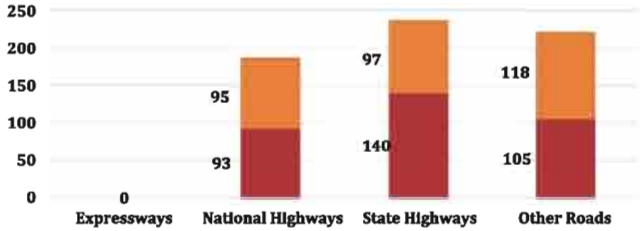
Fatalities/100000: 13.1

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs.**
- No. of fatalities are higher on **state highways.**
- The trend graph shows a **14% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **19-25-year-old and 36-45-year-old.**
- **Two-wheeler drivers** are the most vulnerable of all victims.

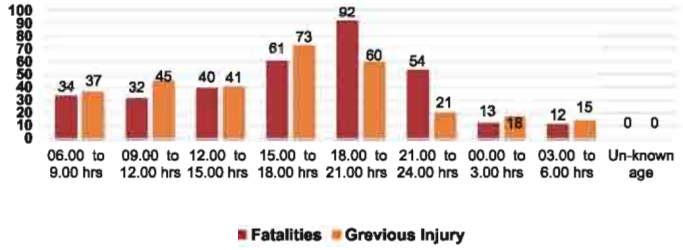
MONTH-WISE



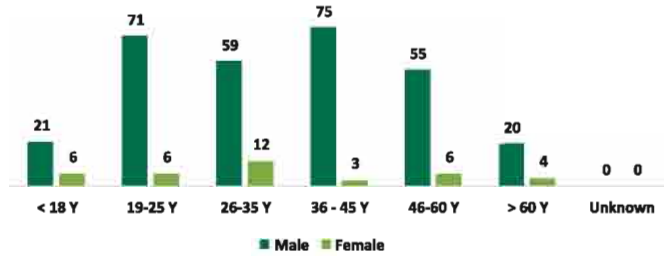
TYPE OF ROAD



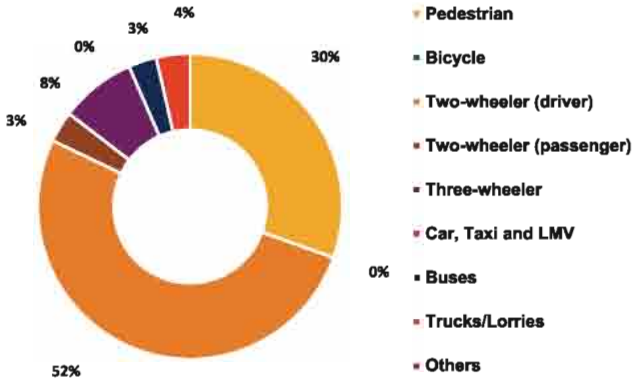
TIME OF CRASH



AGE & GENDER

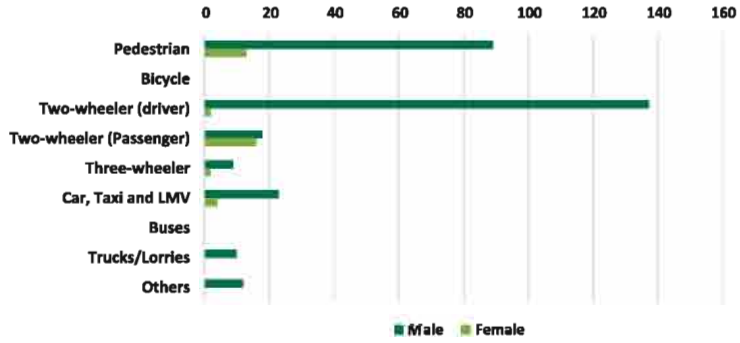


MODE OF TRANSPORT



FATALITIES TREND GRAPH

MODE & GENDER



Bhandara 2018

Population: 1,200,334

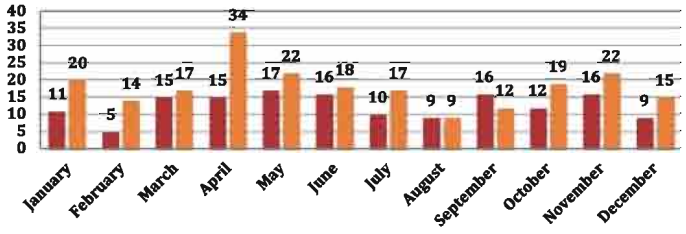
Crashes: **639**

Fatalities: **151**

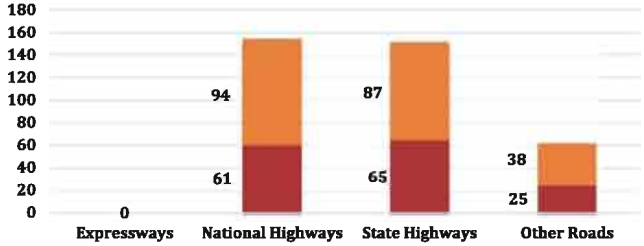
Fatalities/100000: 12.6

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs**.
- No. of fatalities are higher on **state highways.**
- The trend graph shows a **4.8% decrease in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **36-45-year-old**.
- **Two-wheeler passengers** are the most vulnerable of all victims.

MONTH-WISE

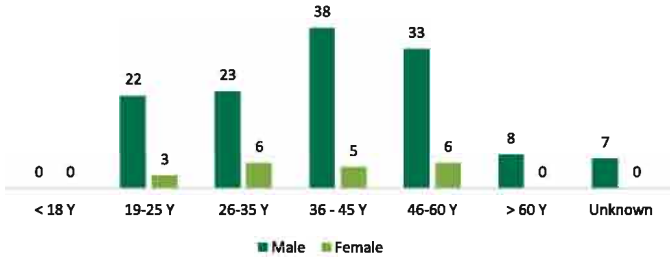


TYPE OF ROADS

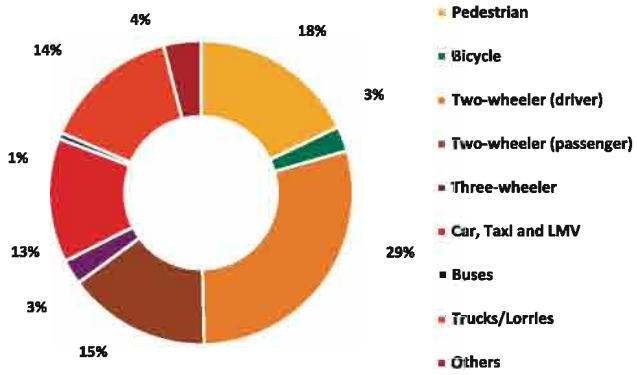


TIME OF CRASH

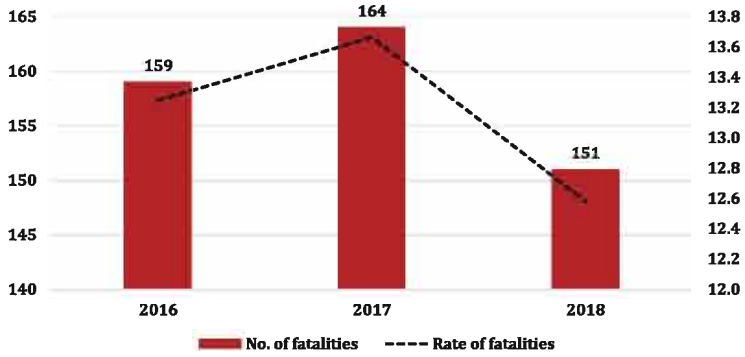
AGE & GENDER



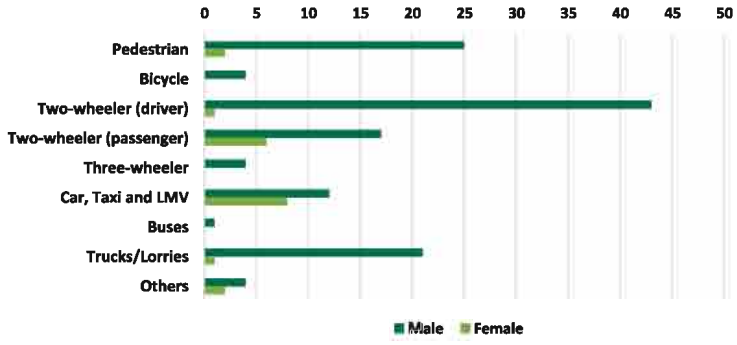
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Buldhana 2018

Population: 2,586,258

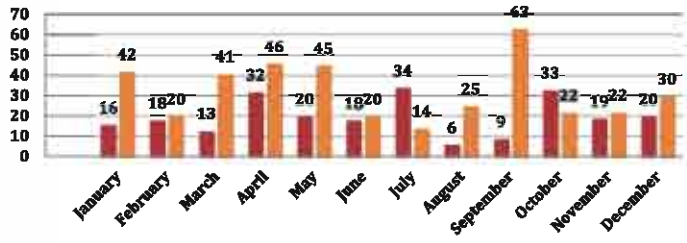
Crashes: **932**

Fatalities: **304**

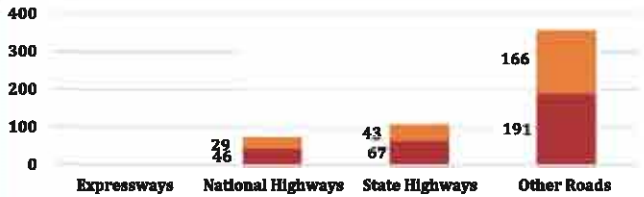
Fatalities/100000: **11.8**

- Most fatalities have occurred between **9.00 hrs to 12.00 hrs.**
- No. of fatalities are higher on **other roads.**
- The trend graph shows **no change in fatalities (304)** from **2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **19-35-year-olds.**
- Users of **other modes** are the most vulnerable of all victims.

MONTH-WISE

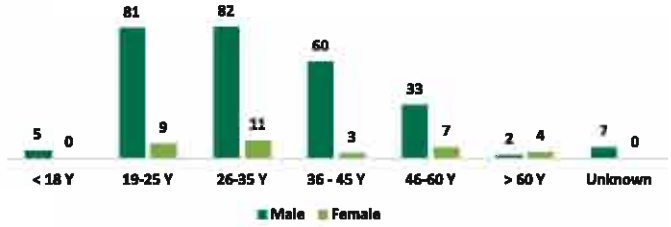


TYPE OF ROAD



TIME OF CRASH

AGE & GENDER



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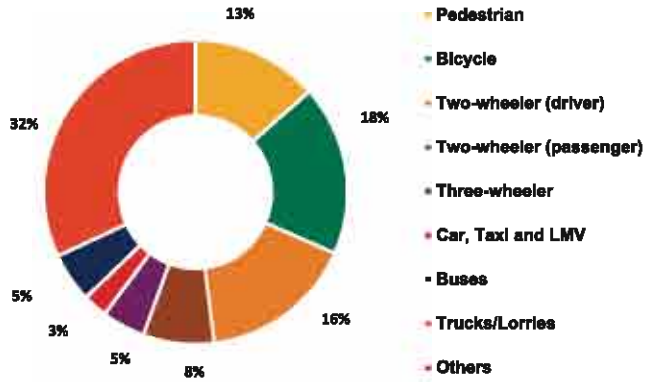
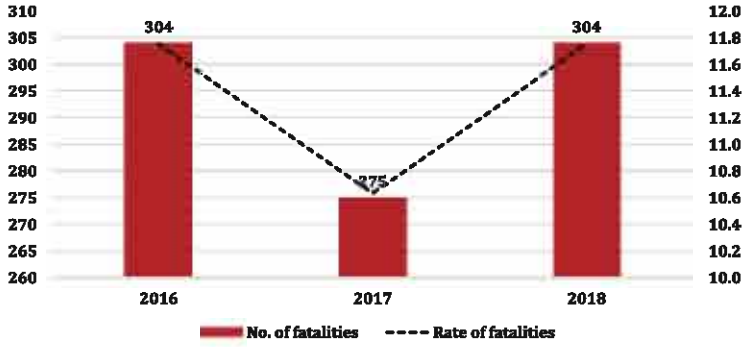
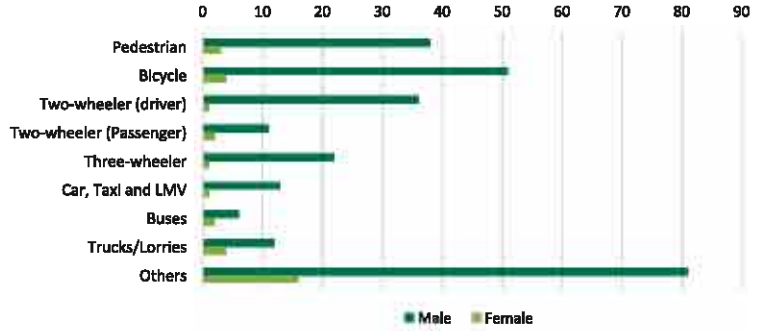


FATALITIES TREND GRAPH



MODE & GENDER



Chandrapur 2018

Population: 2,204,307

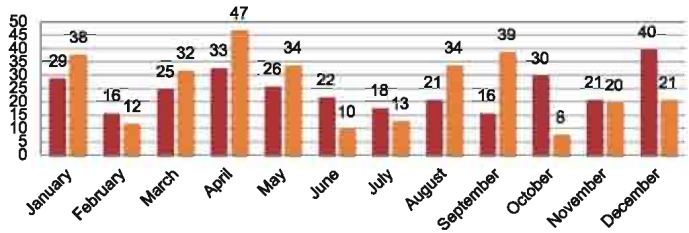
Crashes: **851**

Fatalities: **297**

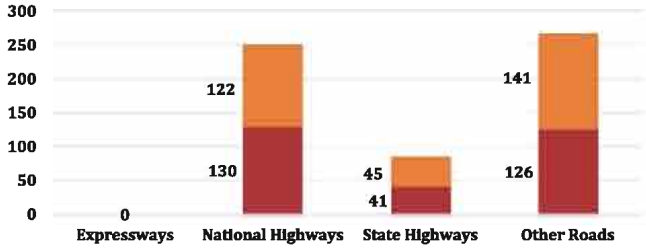
Fatalities/100000: 13.5

- Most fatalities have occurred between **15.00 hrs to 18.00 hrs**.
- No. of fatalities are higher on **national highways; 9.76%** of the total fatalities have occurred at junctions.
- The trend graph shows a **15.9% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-45-year-old**.
- **Cars, taxi and LMV** are the most vulnerable of all victims.

MONTH-WISE

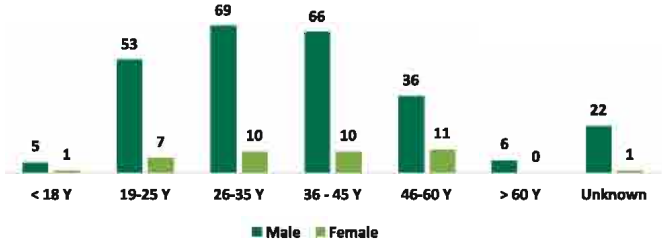


TYPE OF ROAD

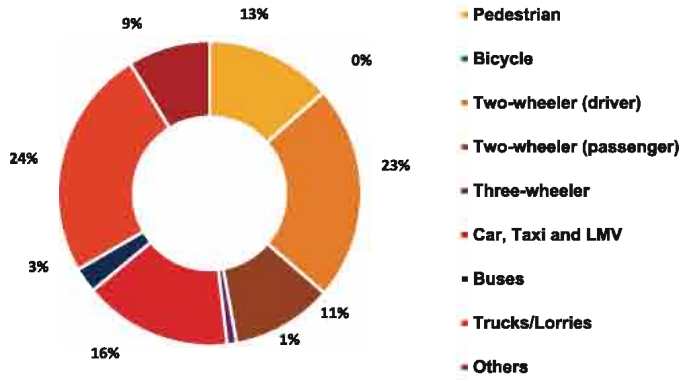


TIME OF CRASH

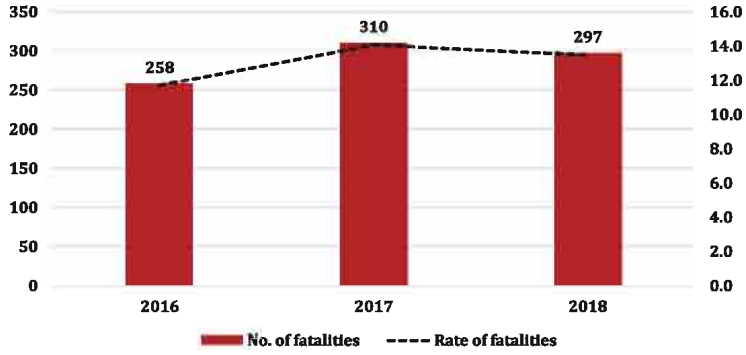
AGE & GENDER



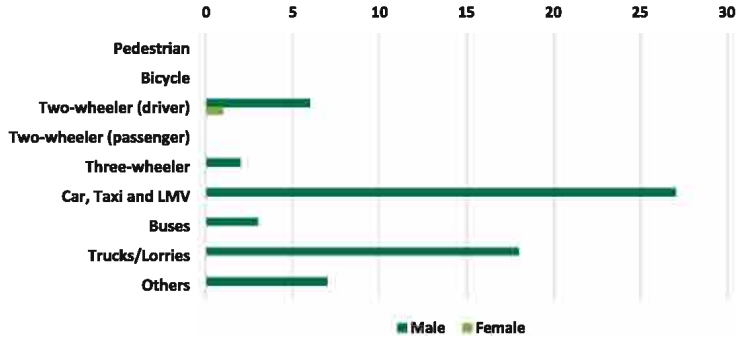
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Dhule 2018

Population: 2,050,862

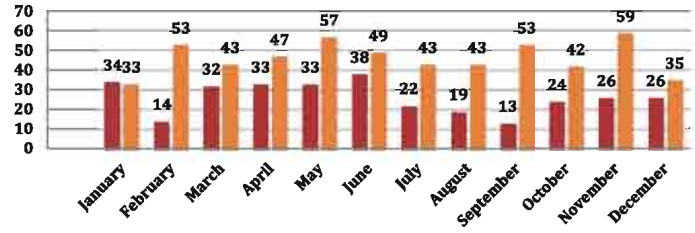
Crashes:**1413**

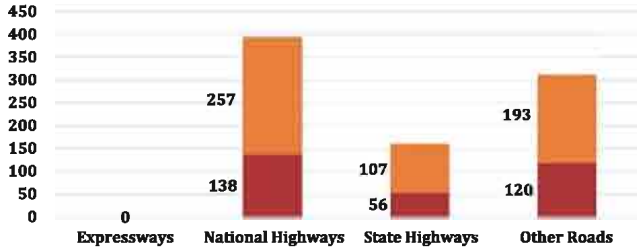
Fatalities: **314**

Fatalities/100000: 15.3

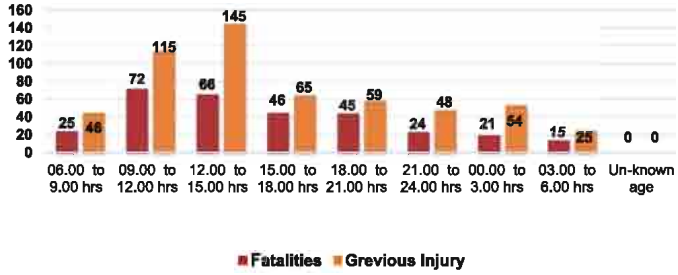
- Most fatalities have occurred between **9.00 hrs to 12.00 hrs**.
- No. of fatalities are higher on **other roads**; **2%** of the total fatalities have occurred at junctions.
- The trend graph shows a **8.6% decrease in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-35-year-old**.
- **Two-wheeler drivers** are the most vulnerable of all victims.

MONTH-WISE

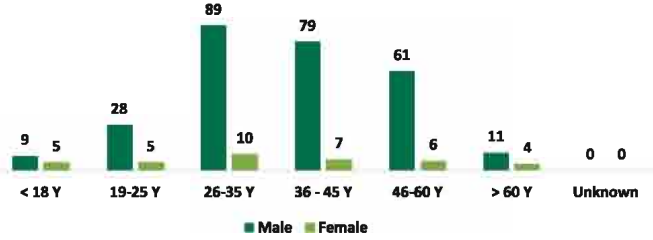




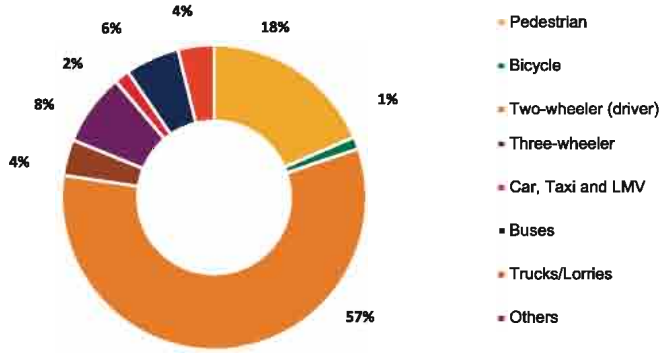
TIME OF CRASH



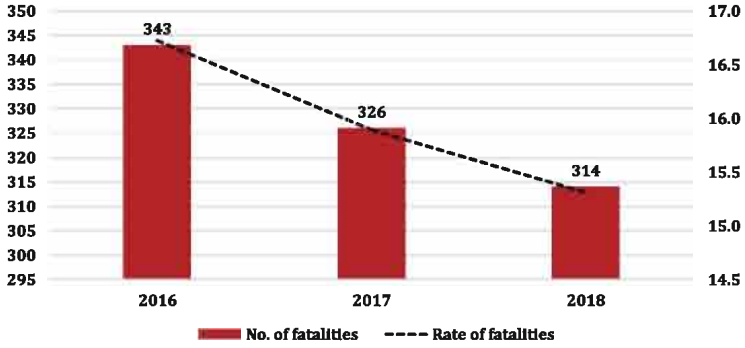
AGE & GENDER



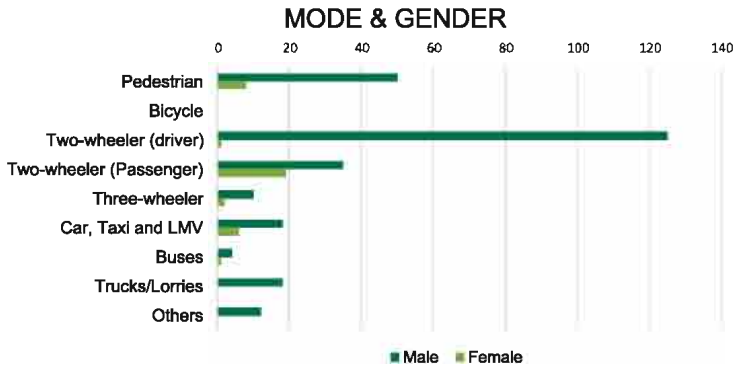
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Gadchiroli 2018

Population: 1,072,942

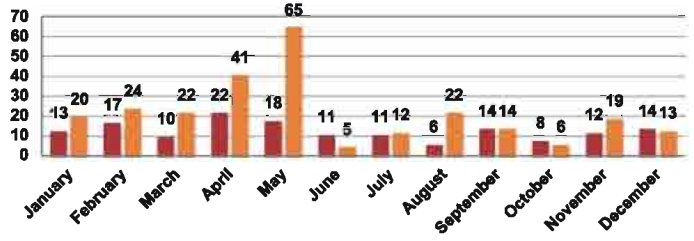
Crashes: **458**

Fatalities: **156**

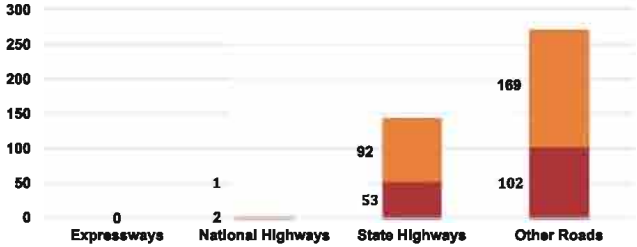
Fatalities/100000: 13.8

- Most fatalities have occurred between **12.00 hrs to 15.00 hrs.**
- No. of fatalities are higher on **other roads.**
- The trend graph shows a **17.3% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-35-year-old.**
- **Two-wheeler drivers** are the most vulnerable of all victims.

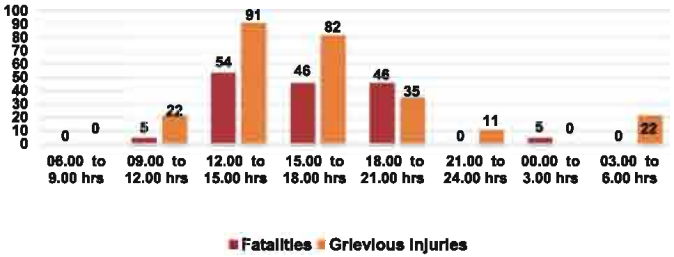
MONTH-WISE



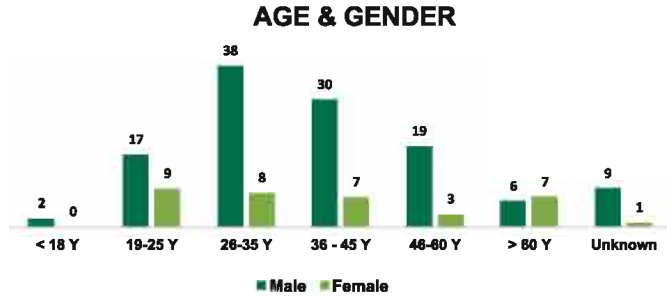
TYPE OF ROAD



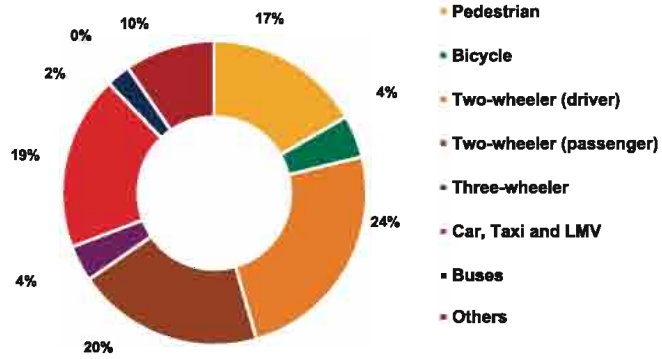
TIME OF CRASH



AGE & GENDER

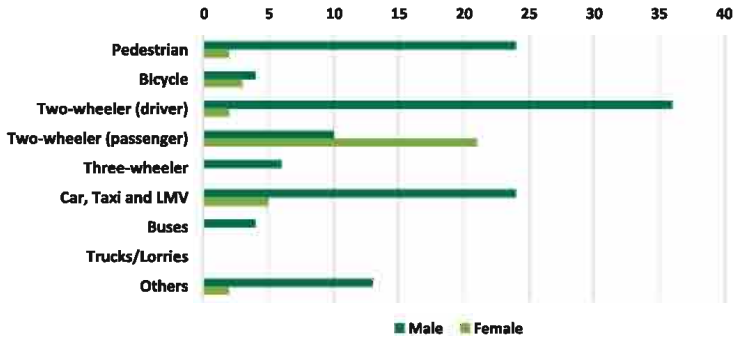


MODE OF TRANSPORT



FATALITIES TREND GRAPH

MODE & GENDER



Gondia 2018

Population: 1,322,507

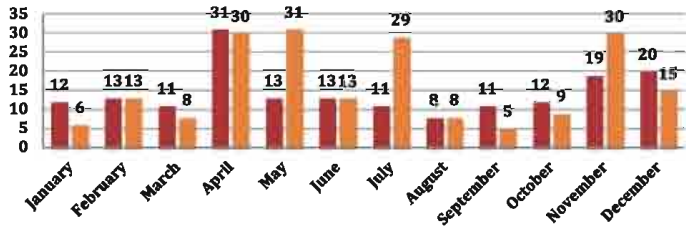
Crashes: **494**

Fatalities: **174**

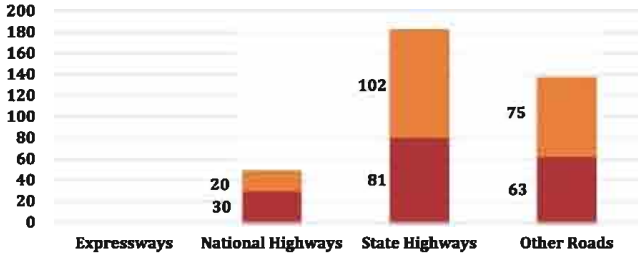
Fatalities/100000: 13.2

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs**.
- No. of fatalities are higher on **state highways.**
- The trend graph shows a **12.4% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **19-25-year-old**.
- **Two-wheeler drivers** are the most vulnerable of all victims.

MONTH-WISE

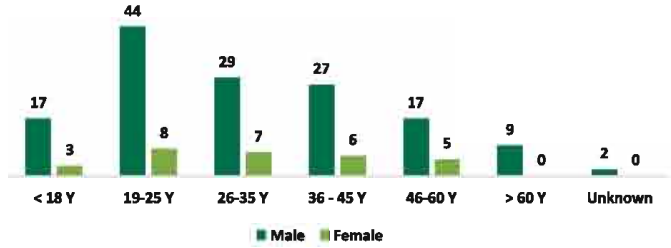


TYPE OF ROAD

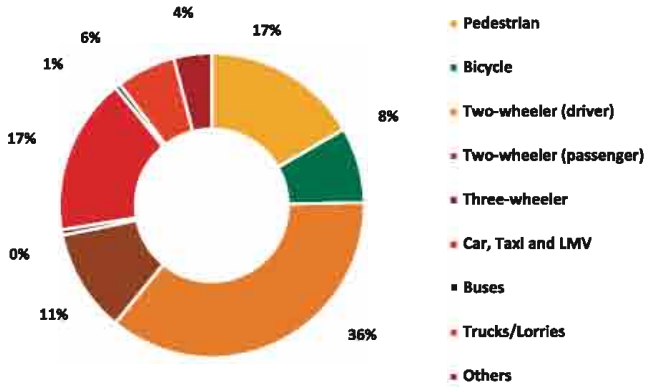


TIME OF CRASH

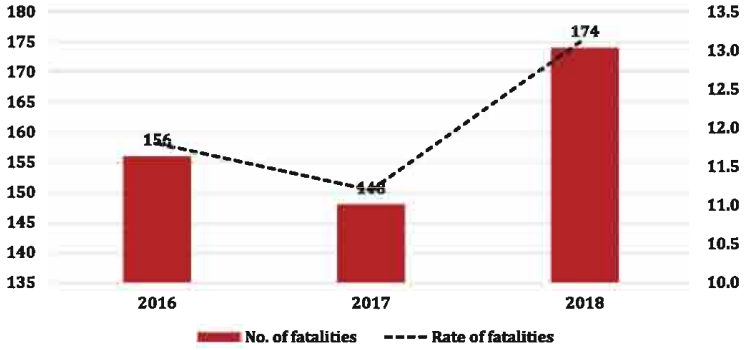
AGE & GENDER



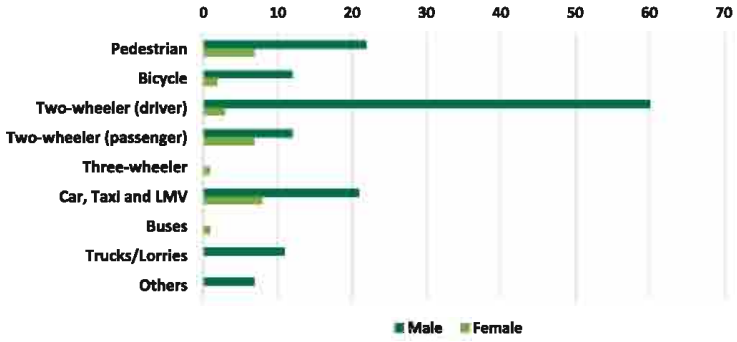
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Hingoli 2018

Population: 1,177,345

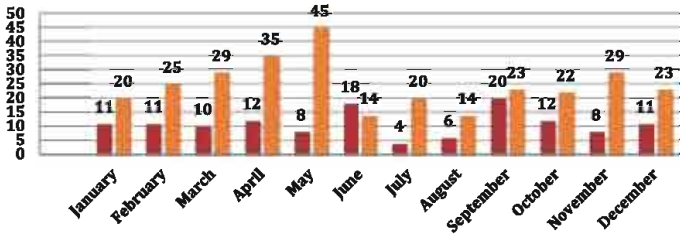
Crashes: **575**

Fatalities: **131**

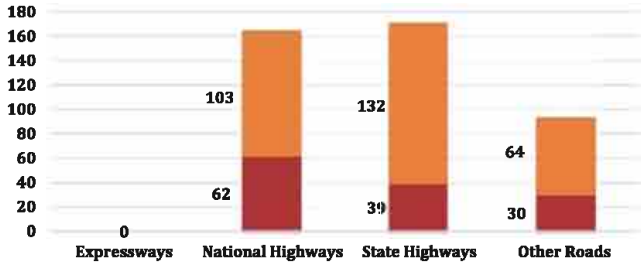
Fatalities/100000: 11.1

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs**.
- No. of fatalities are higher on **national highways.**
- The trend graph shows a **3% decrease in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **36-45-year-old**.
- **Pedestrians and trucks** are the most vulnerable of all victims.

MONTH-WISE

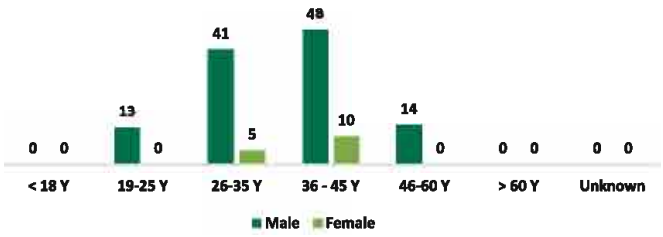


TYPE OF ROAD

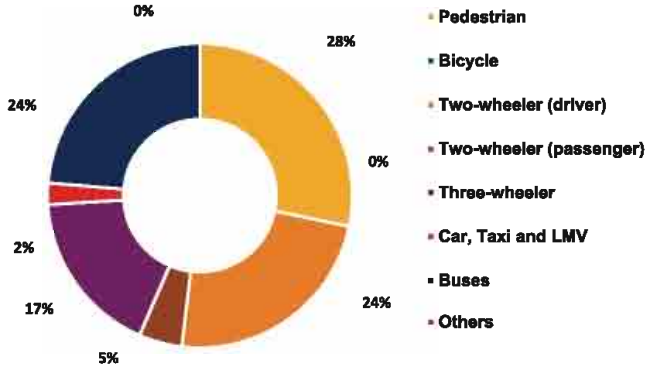


TIME OF CRASH

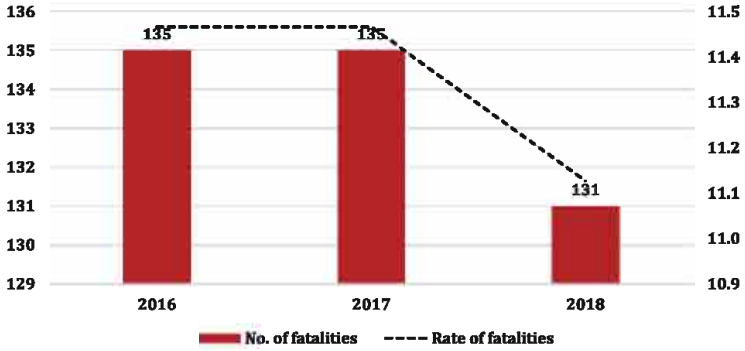
AGE & GENDER



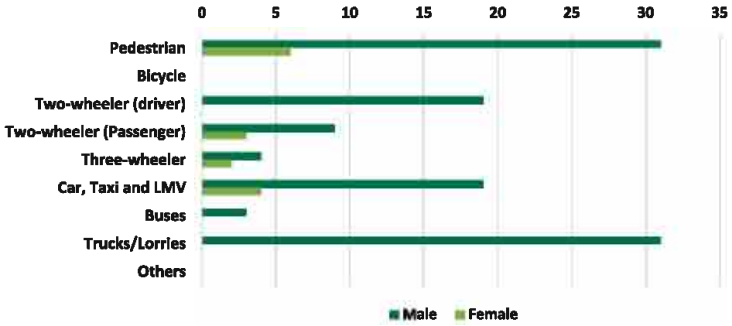
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Jalgaon 2018

Population: 4,229,917

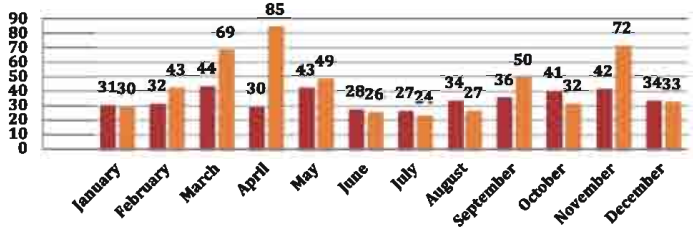
Crashes:**1260**

Fatalities: **422**

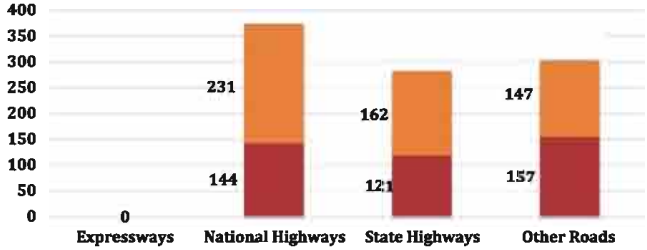
Fatalities/100000: 10.0

- Most fatalities have occurred between **12.00 hrs to 15.00 hrs.**
- No. of fatalities are higher on **other roads; 17.77%** of the total fatalities have occurred at junctions.
- The trend graph shows a **0.15% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-35-year-old.**
- **Two-wheeler drivers** are the most vulnerable of all victims.

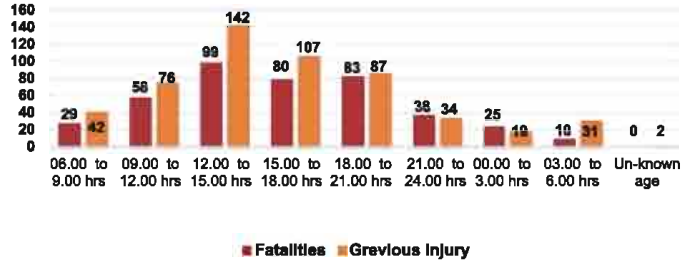
MONTH-WISE



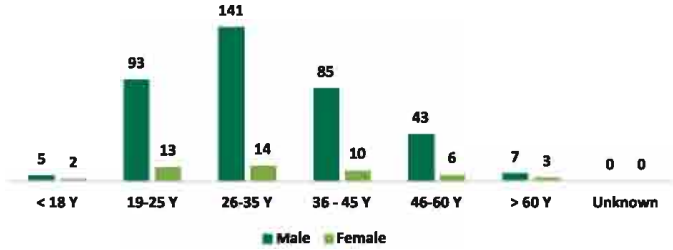
TYPE OF ROAD



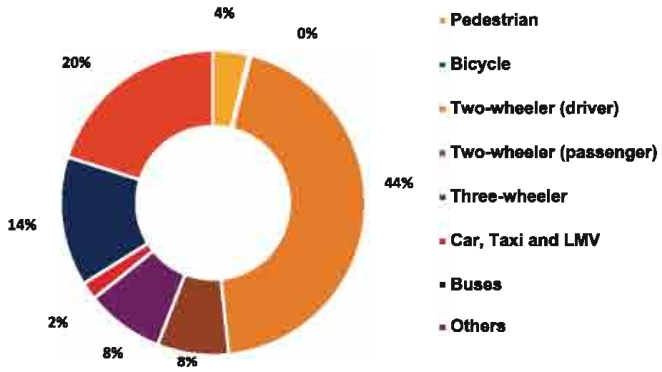
TIME OF CRASH



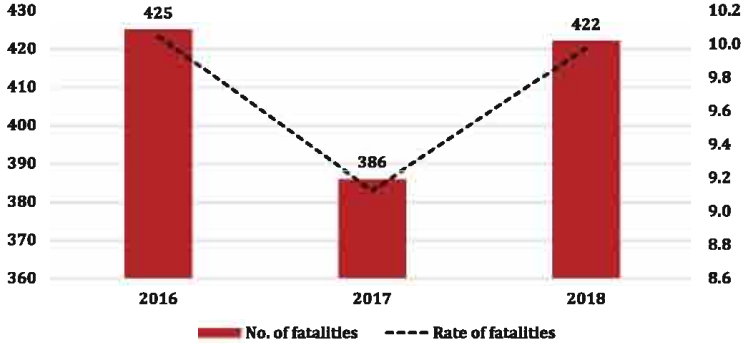
AGE & GENDER



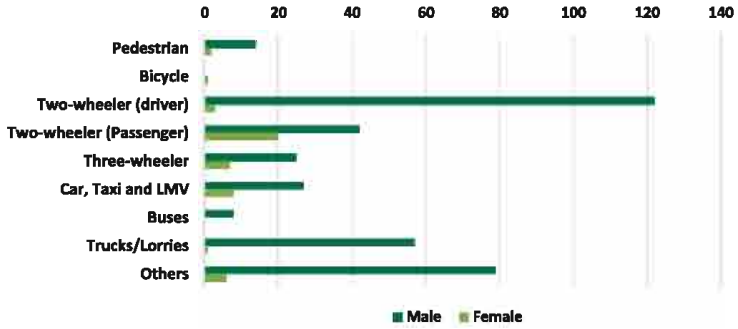
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Jalna 2018

Population: 1,959,046

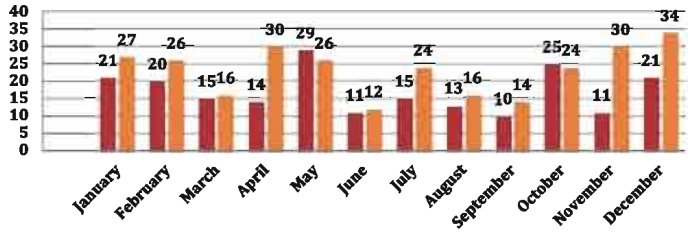
Crashes: **527**

Fatalities: **205**

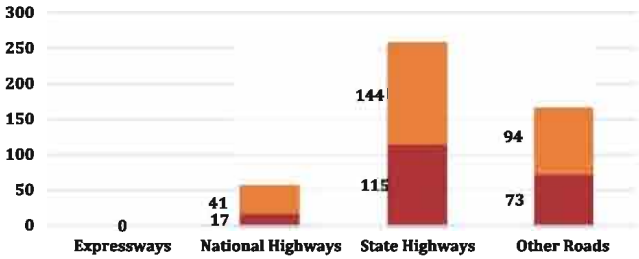
Fatalities/100000: 10.5

- Most fatalities have occurred between **3.00 hrs to 6.00 hrs**.
- No. of fatalities are higher on **state highways**.
- The trend graph shows a **0.5% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-45-year-olds**.
- **Two-wheeler drivers** are the most vulnerable of all victims.

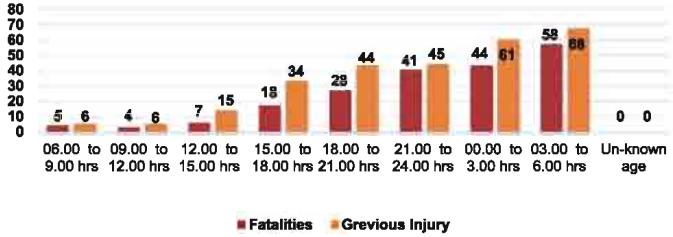
MONTH-WISE



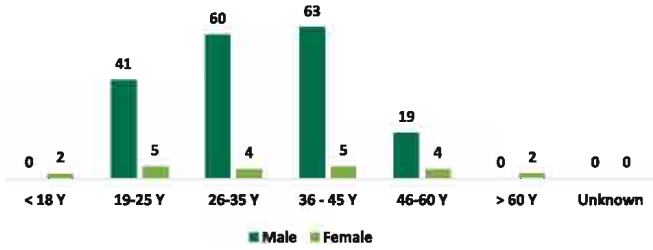
TYPE OF ROAD



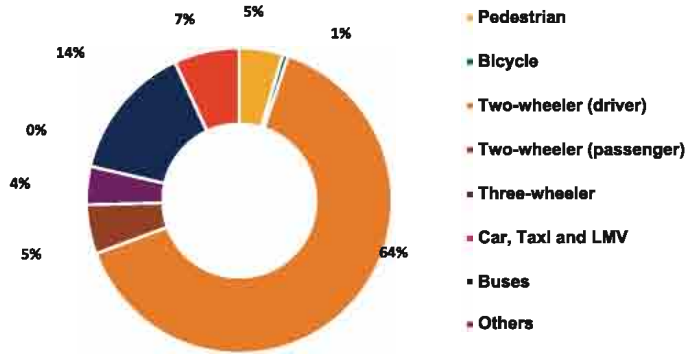
TIME OF CRASH



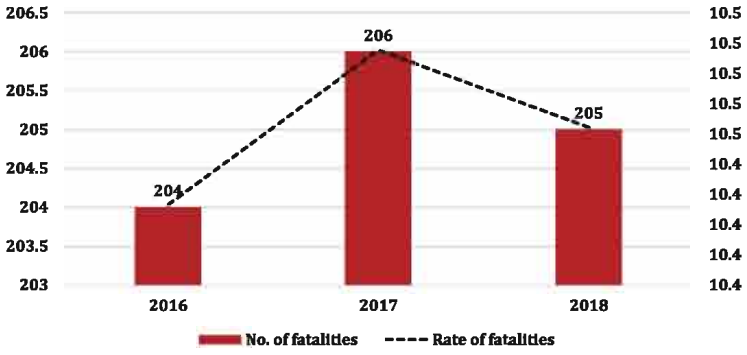
AGE & GENDER



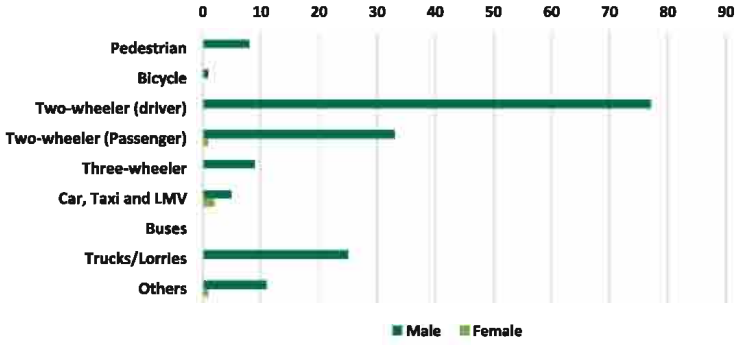
MODE OF TRASNPORT



FATALITIES TREND GRAPH



MODE & GENDER



Kolhapur 2018

Population: 3,876,001

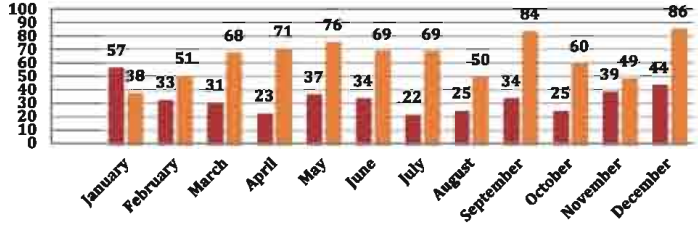
Crashes: **1321**

Fatalities: **404**

Fatalities/100000: 10.4

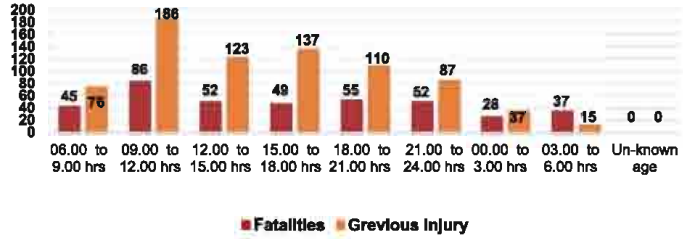
- Most fatalities have occurred between **9.00 hrs to 12.00 hrs**.
- No. of fatalities are higher on **other roads.**
- The trend graph shows a **43% decrease in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-35-year-old.**
- **Two-wheeler passengers** are the most vulnerable of all victims.

MONTH-WISE

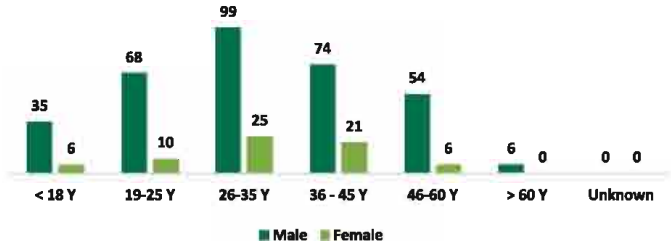


TYPE OF ROAD

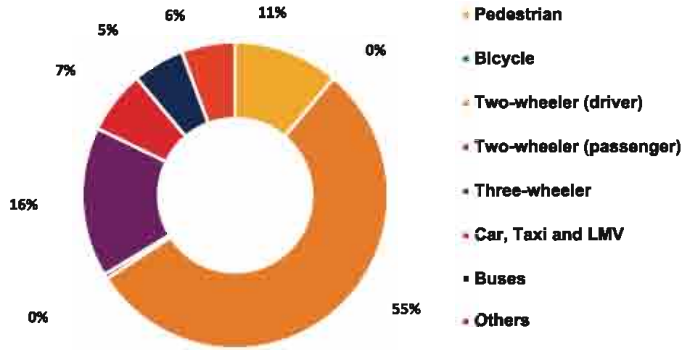
TIME OF CRASH



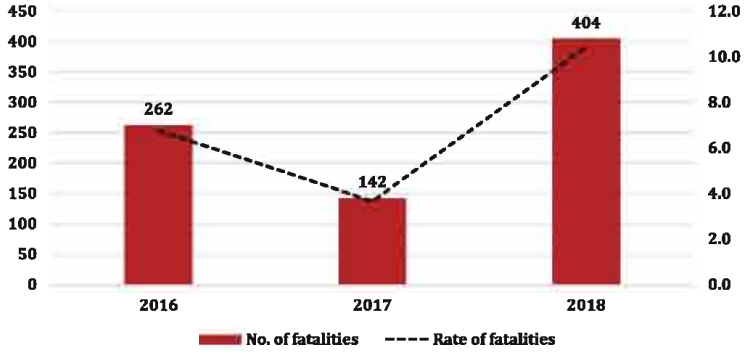
AGE & GENDER



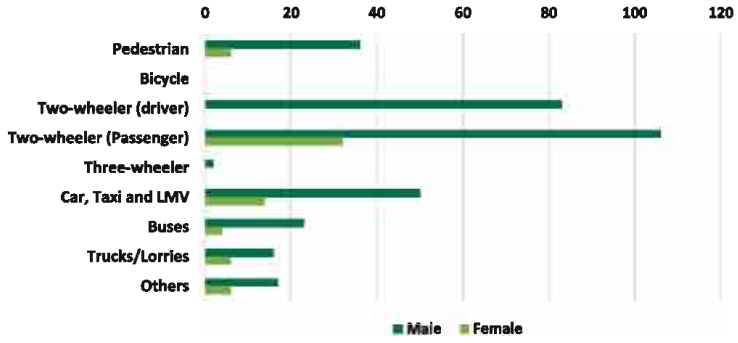
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Latur 2018

Population: 2,454,196

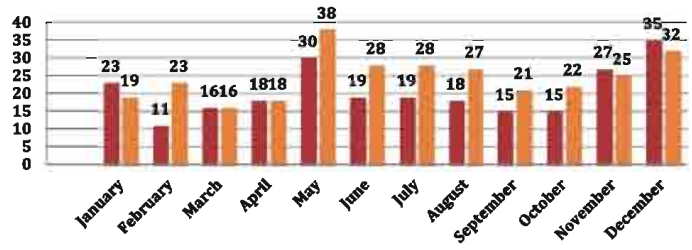
Crashes: **640**

Fatalities: **246**

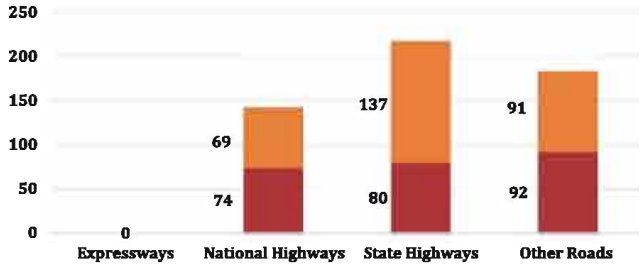
Fatalities/100000: 10.0

- Most fatalities have occurred between **15.00 hrs to 18.00 hrs**.
- No. of fatalities are higher on **other roads.**
- The trend graph shows a **0.3% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-35-year-old**.
- **Cars, taxi and LMV** are the most vulnerable of all victims.

MONTH-WISE

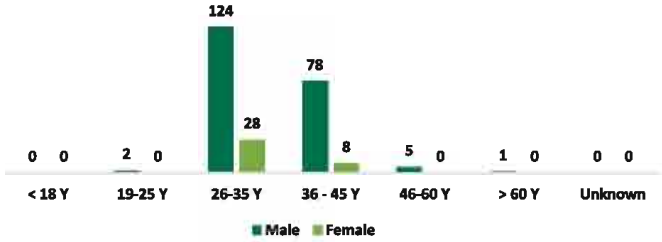


TYPE OF ROAD

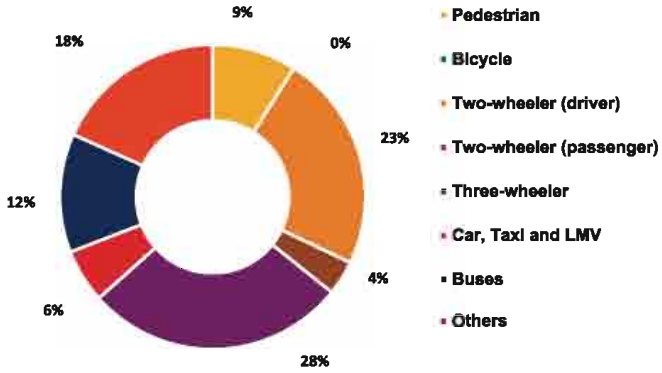


TIME OF CRASH

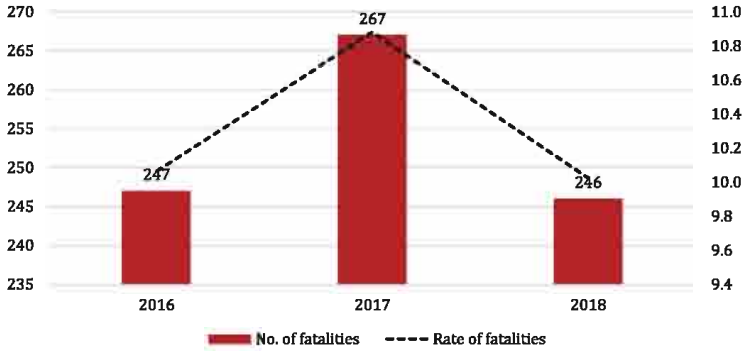
AGE & GENDER



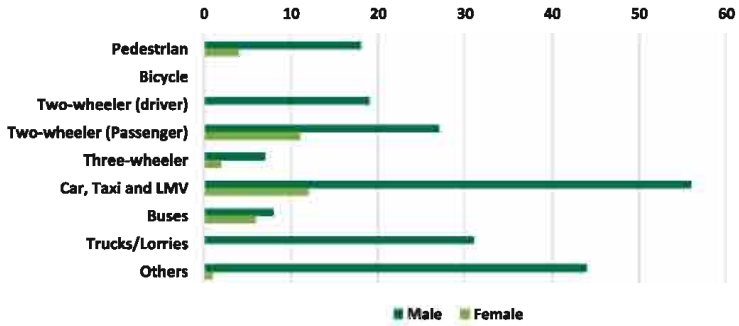
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Mumbai City 2018

Population: 3,085,411

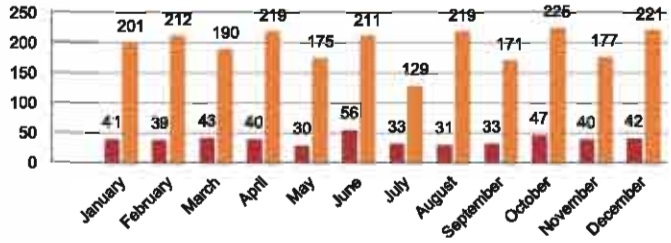
Crashes: 3767

Fatalities: 475

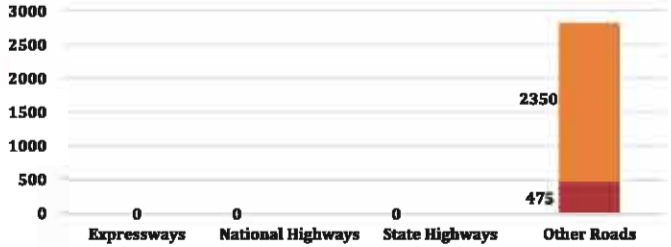
Fatalities/100000: 15.4

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs.**
- No. of fatalities are higher on **other roads; 6.94%** of the total fatalities have occurred at junctions.
- The trend graph shows a **15.9% decrease in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **19-25-year-old.**
- **Pedestrians** are the most vulnerable of all victims.

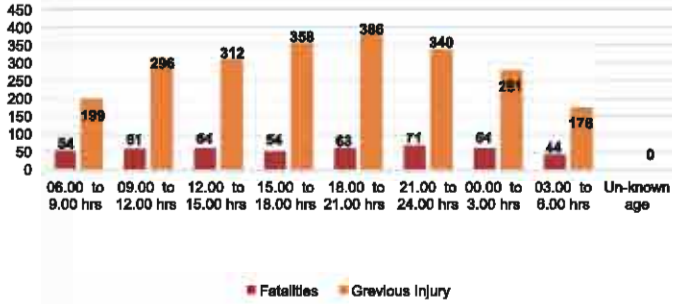
MONTH-WISE



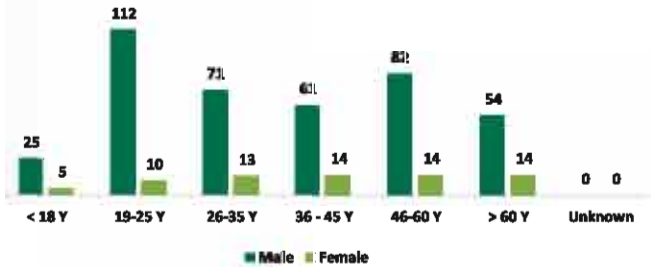
TYPE OF ROAD



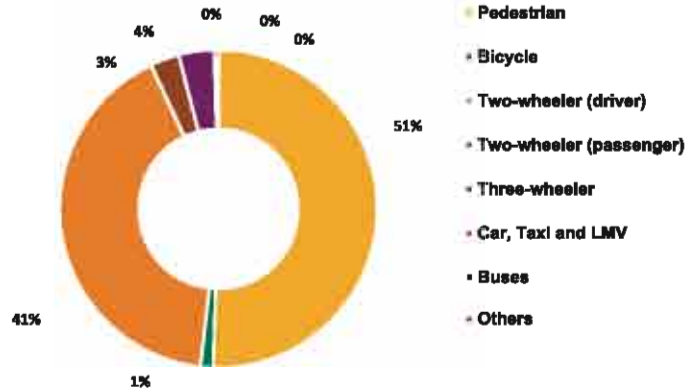
TIME OF CRASH



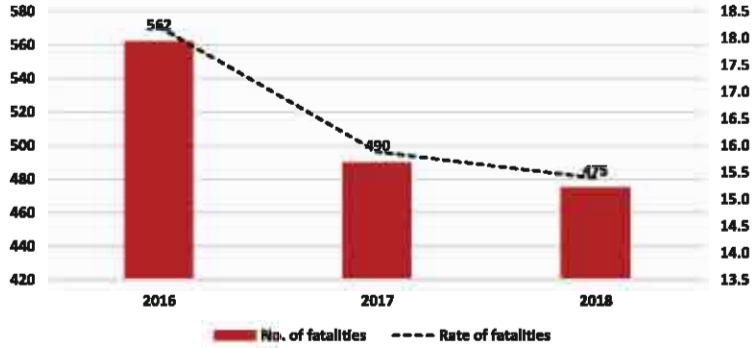
AGE & GENDER



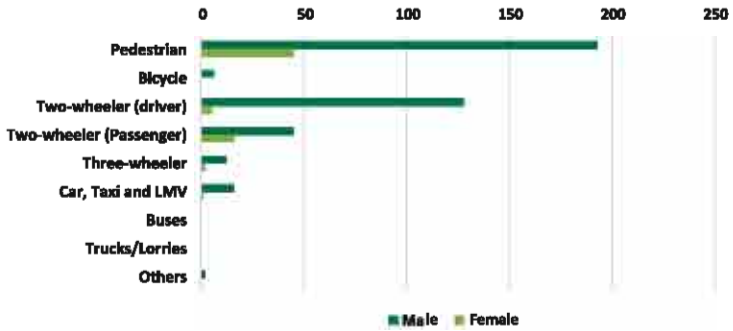
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Nagpur City 2018

Population: 4,653,570

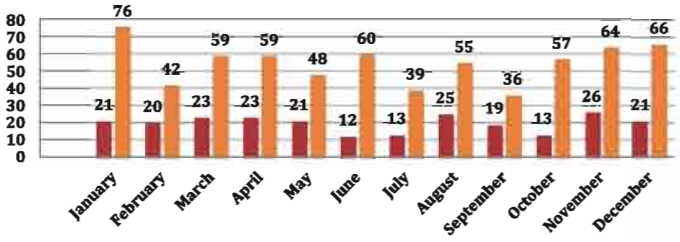
Crashes: **1358**

Fatalities: **237**

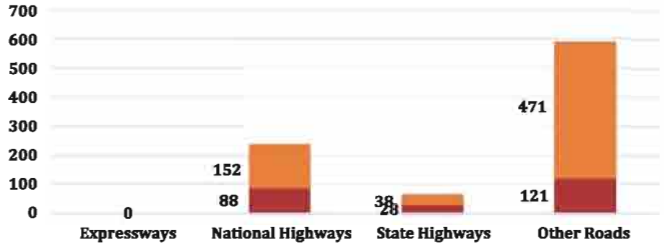
Fatalities/100000: 13.1

- Most fatalities have occurred between **12.00 hrs to 15.00 hrs**.
- No. of fatalities are higher on **other roads**; **47.67%** of the total fatalities have occurred at junctions.
- The trend graph shows a **20.4% decrease in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **19-25-year-old**.
- **Two-wheeler drivers** are the most vulnerable of all victims.

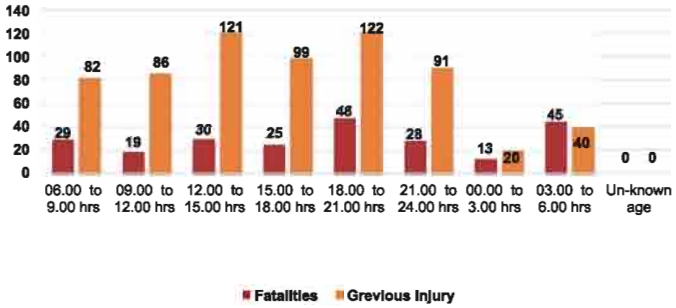
MONTH-WISE



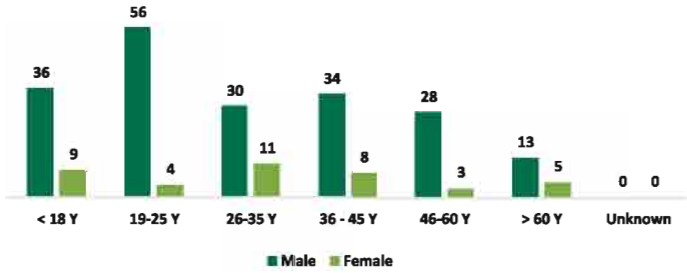
TYPE OF ROAD



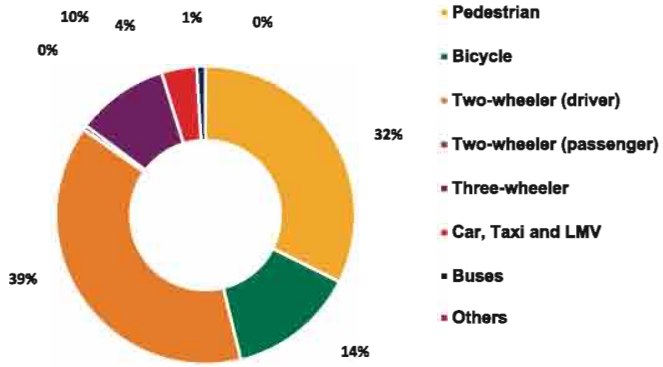
TIME OF CRASH



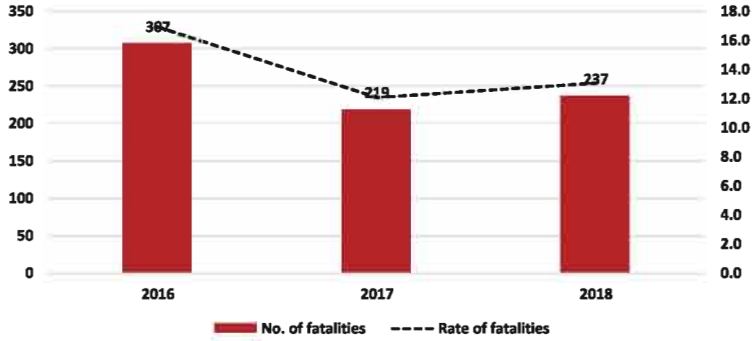
AGE & GENDER



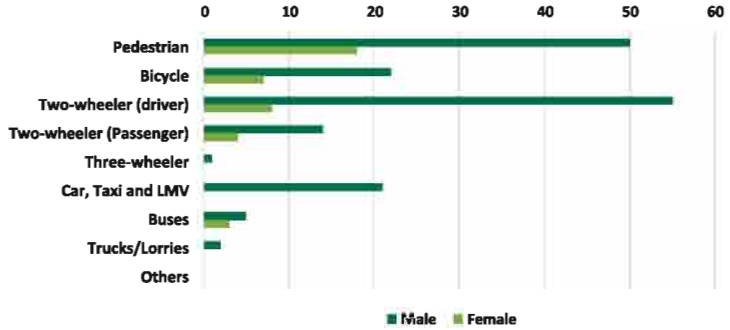
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Nagpur Rural 2018

Population: 4,653,570

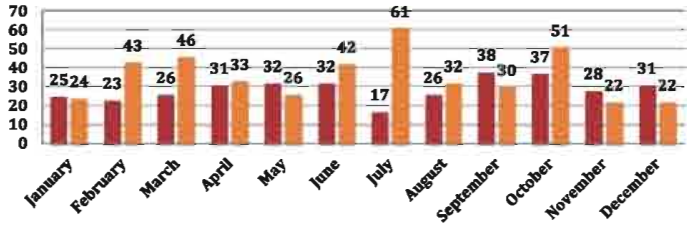
Crashes: **1327**

Fatalities: **346**

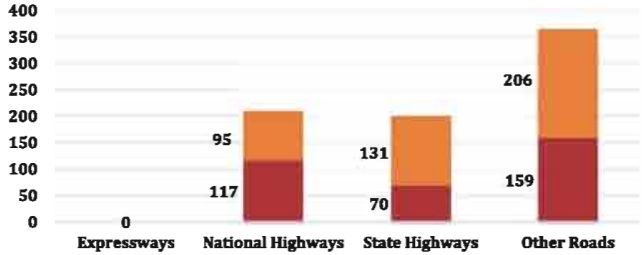
Fatalities/100000: 7.4

- Most fatalities have occurred between **15.00 hrs to 18.00 hrs**.
- No. of fatalities are higher on **other roads.**
- The trend graph shows a **13.5% decrease in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-35-year-old**.
- **Two-wheeler drivers** are the most vulnerable of all victims.

MONTH-WISE

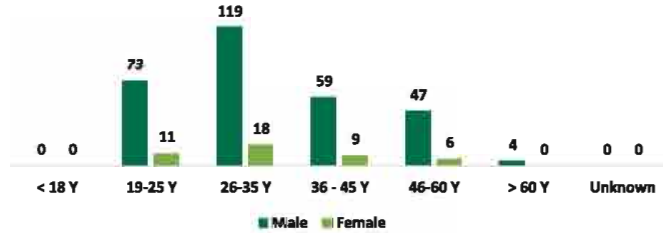


TYPE OF ROAD

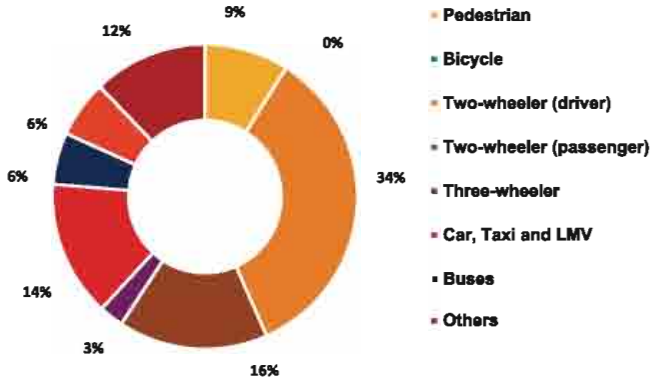


TIME OF CRASH

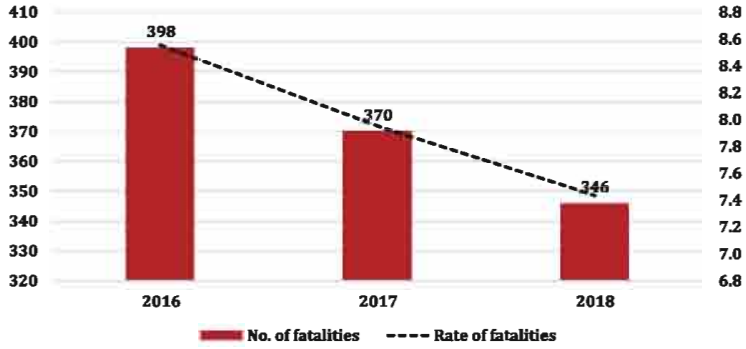
AGE & GENDER



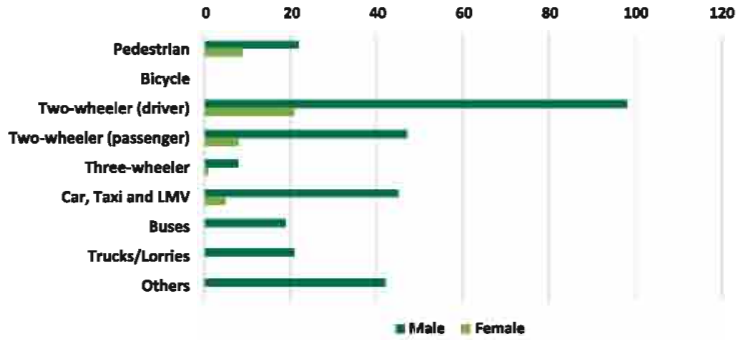
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Nanded 2018

Population: 3,361,292

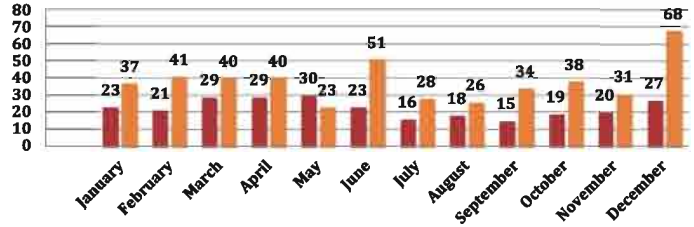
Crashes: **837**

Fatalities: **270**

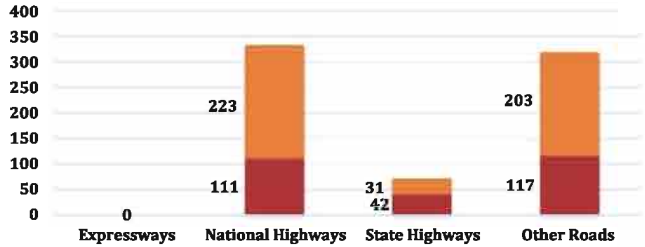
Fatalities/100000: 8.0

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs**.
- No. of fatalities are higher on **other roads; 1.5%** of the total fatalities have occurred at junctions.
- The trend graph shows a **2% decrease in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-35-year-old**.
- **Two-wheeler drivers and cars, taxi and LMV** are the most vulnerable of all victims.

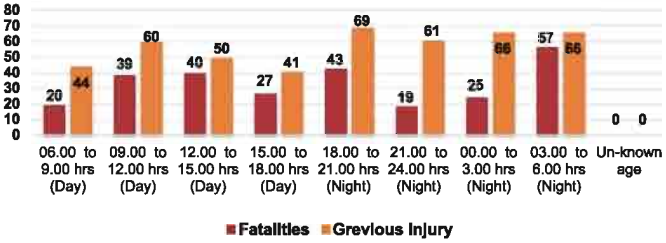
MONTH-WISE



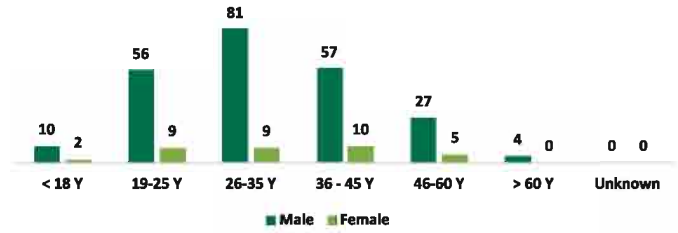
TYPE OF ROAD



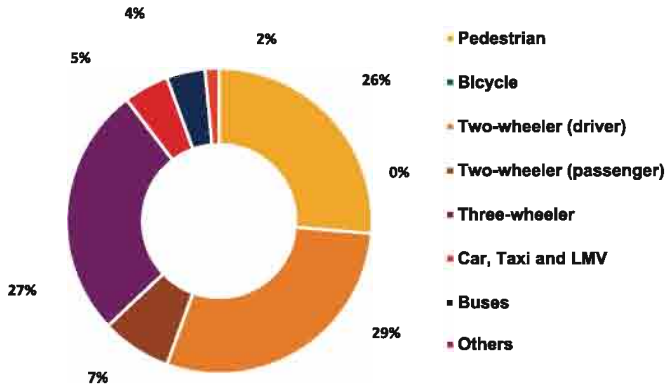
TIME OF CRASH



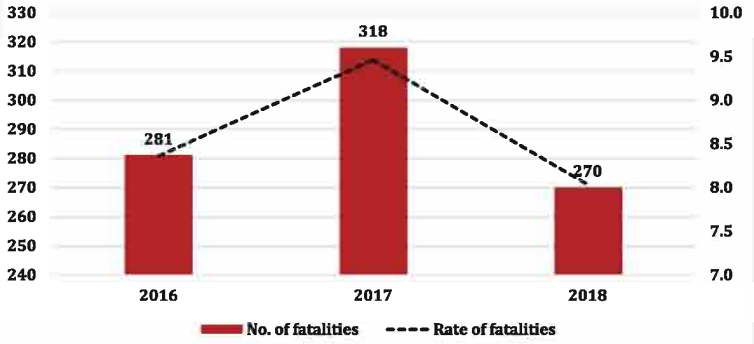
AGE & GENDER



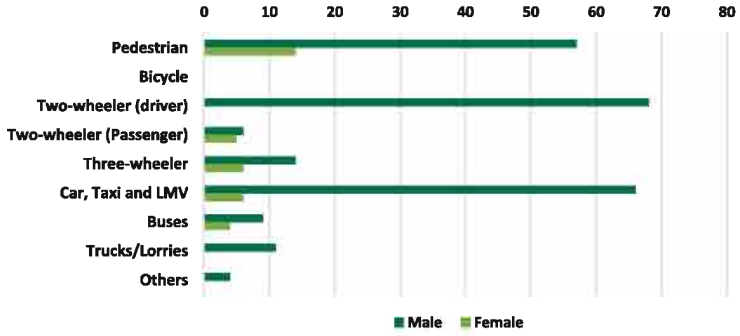
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Nandurbar 2018

Population: 1,648,295

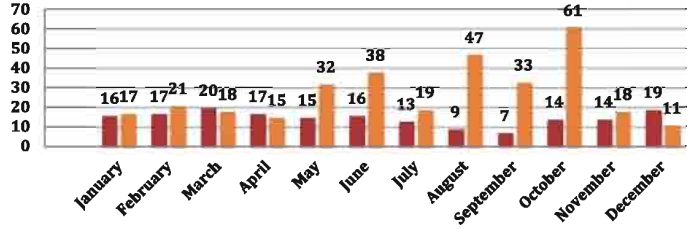
Crashes:**795**

Fatalities: **177**

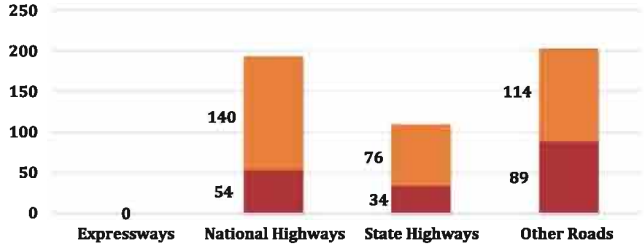
Fatalities/100000: 10.7

- Most fatalities have occurred between **15.00 hrs to 18.00 hrs**.
- No. of fatalities are higher on **other roads; 21.5%** of the total fatalities have occurred at junctions.
- The trend graph shows a **2.8% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **19-35-year-old**.
- **Two-wheeler drivers** are the most vulnerable of all victims.

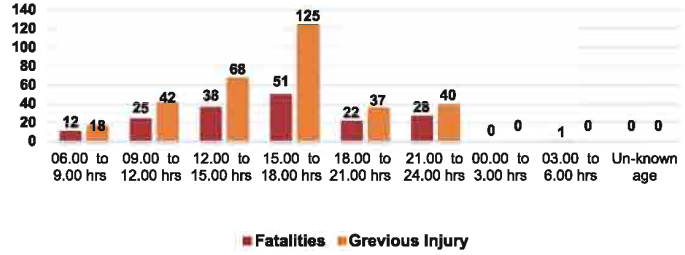
MONTH-WISE



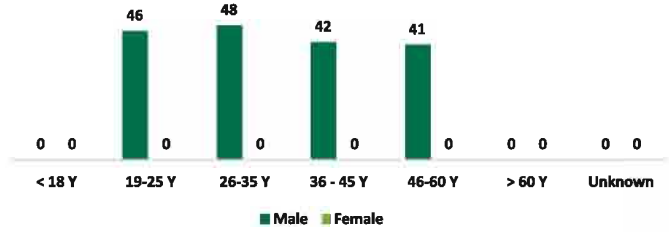
TYPE OF ROAD



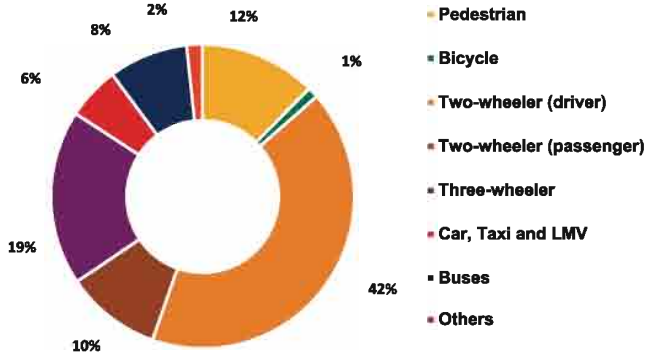
TIME OF CRASH



AGE & GENDER



MODE OF TRANSPORT



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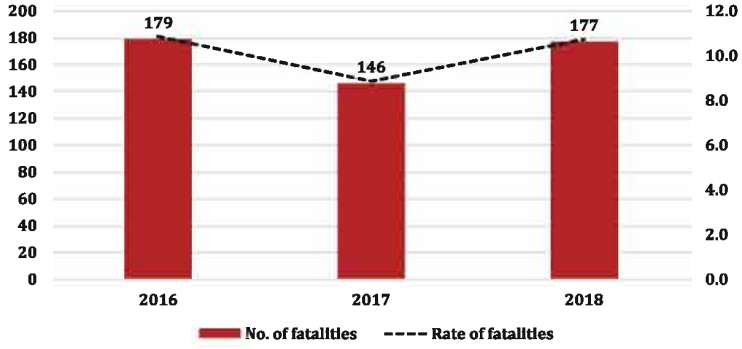
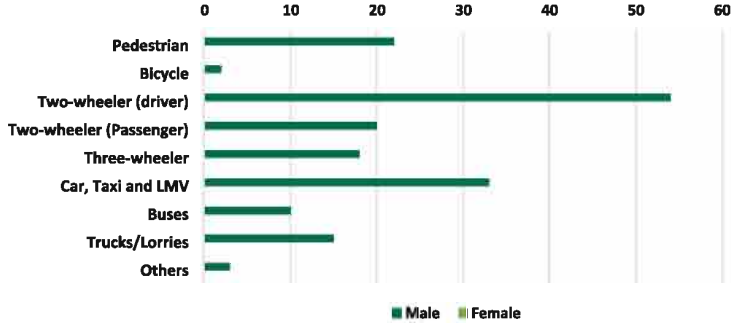


MODE & GENDER



Nashik City 2018

Population: 6,107,187

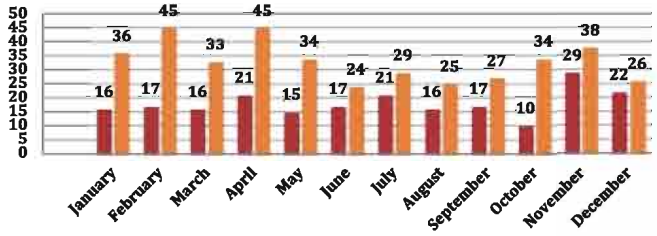
Crashes: **774**

Fatalities: **217**

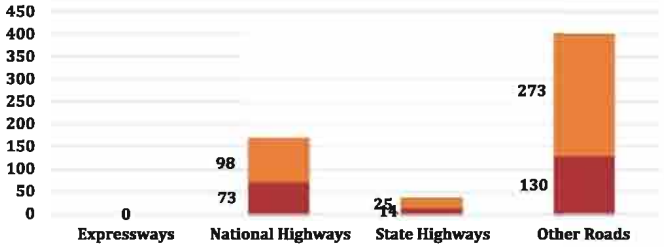
Fatalities/100000: 3.6

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs.**
- No. of fatalities are higher on **other roads**; **35.02%** of the total fatalities have occurred at junctions.
- The trend graph shows a **7.18% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-35-year-old.**
- **Two-wheeler drivers** are the most vulnerable of all victims.

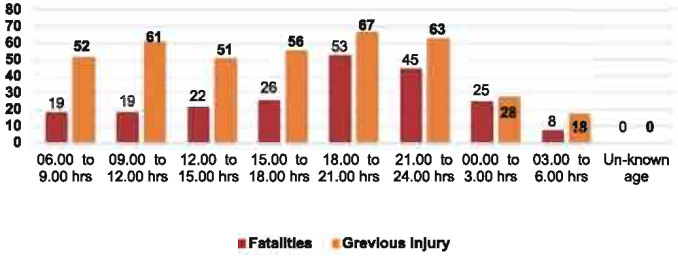
MONTH-WISE



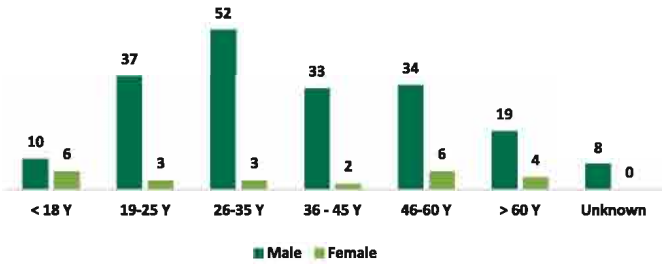
TYPE OF ROAD



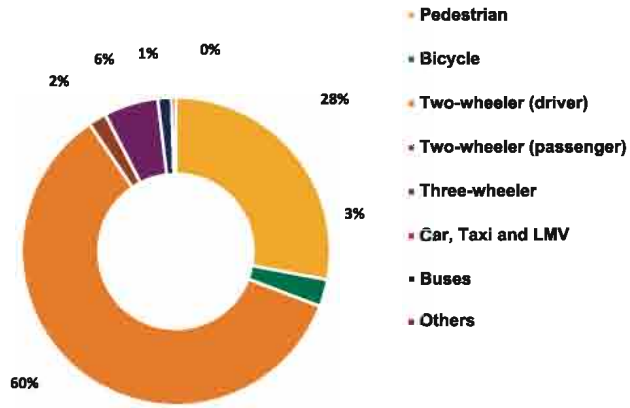
TIME OF CRASH



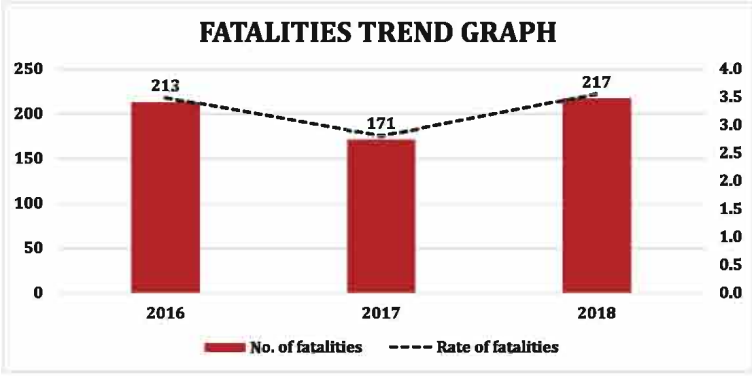
AGE & GENDER



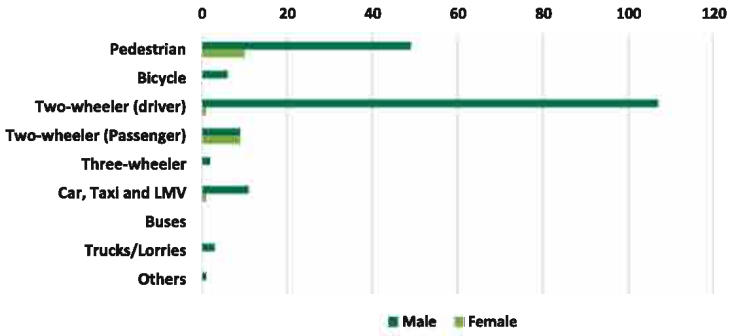
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Nashik Rural 2018

Population: 6,107,187

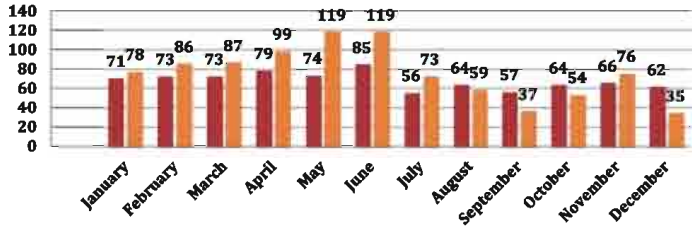
Crashes:**2129**

Fatalities: **824**

Fatalities/100000: 13.5

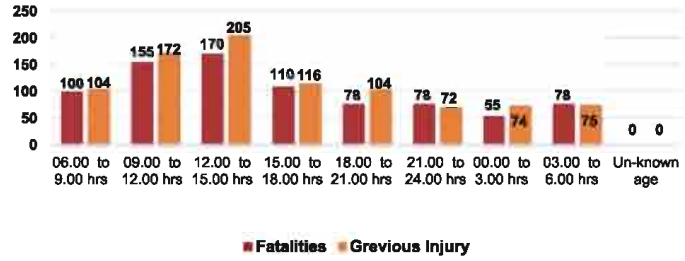
- Most fatalities have occurred between **12.00 hrs to 15.00 hrs**.
- No. of fatalities are higher on **other roads**.
- The trend graph shows a **7.11% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-45-year-old**.
- **Car, taxi and LMV** are the most vulnerable of all victims.

MONTH-WISE

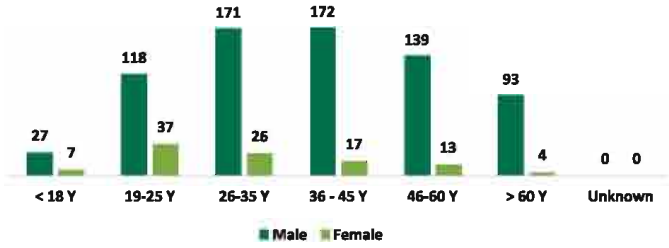


TYPE OF ROAD

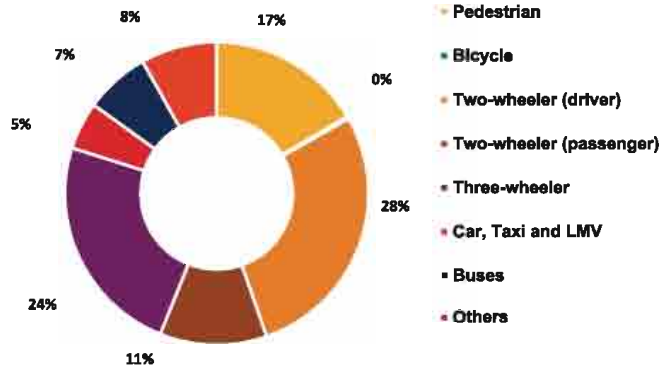
TIME OF CRASH



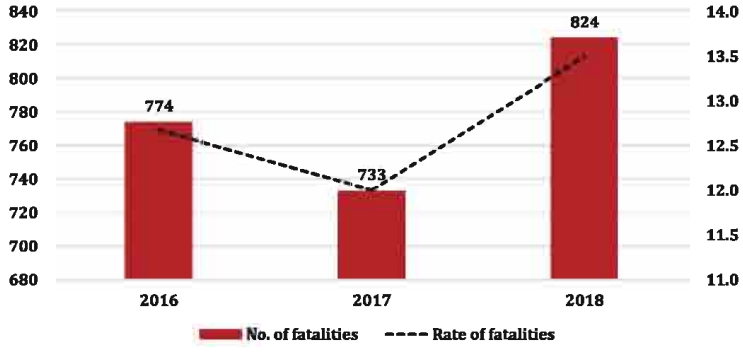
AGE & GENDER



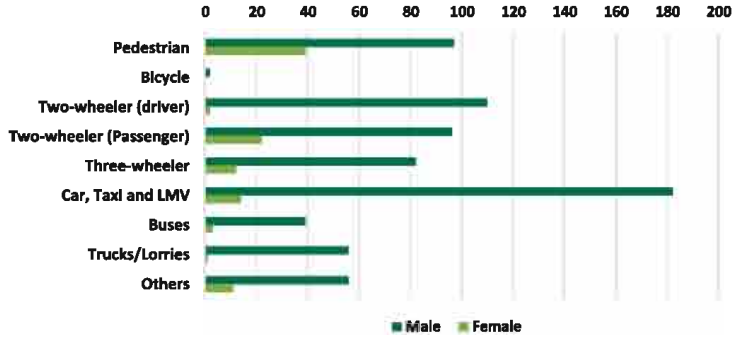
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



New Mumbai 2018

Population: 9,356,962

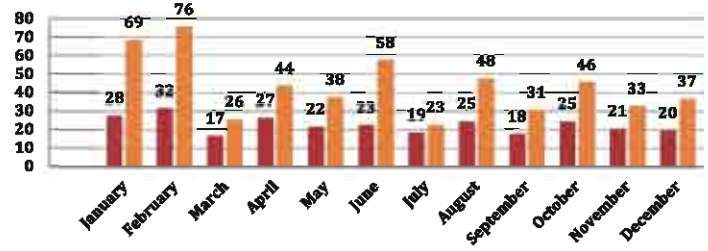
Crashes: **928**

Fatalities: **277**

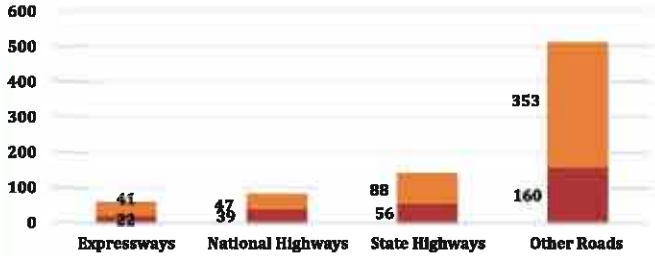
Fatalities/100000: **3.0**

- Most fatalities have occurred between **21.00 hrs to 24.00 hrs.**
- No. of fatalities are higher on **other roads.**
- The trend graph shows a **61.1% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **36-45-year-olds.**
- **Two-wheeler drivers** are the most vulnerable of all victims.

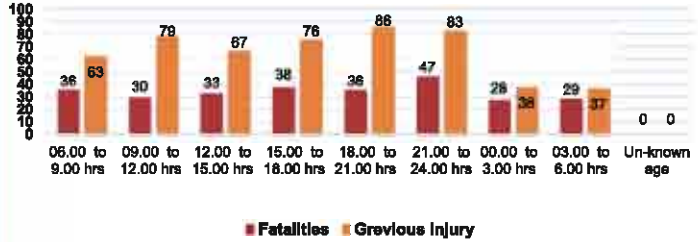
MONTH-WISE



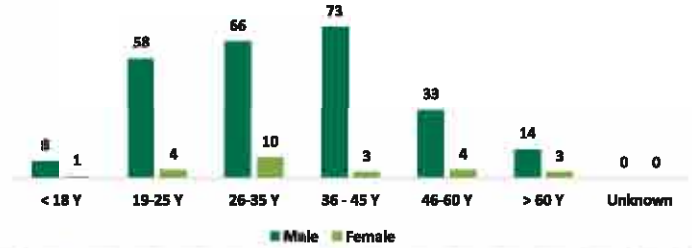
TYPE OF ROAD



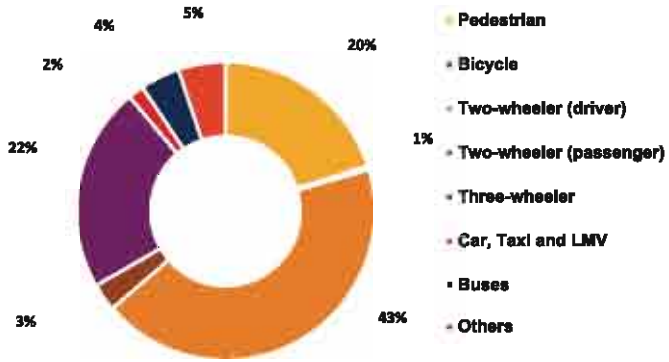
TIME OF CRASH



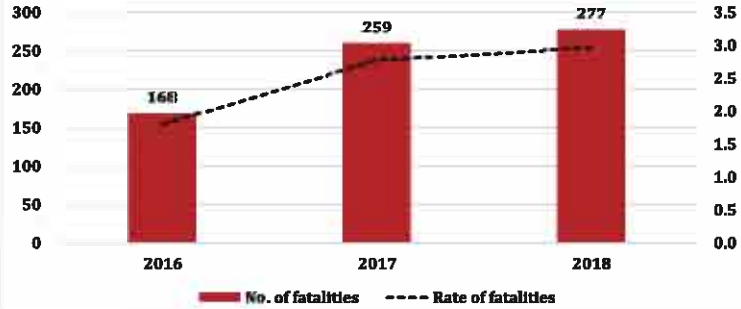
AGE & GENDER



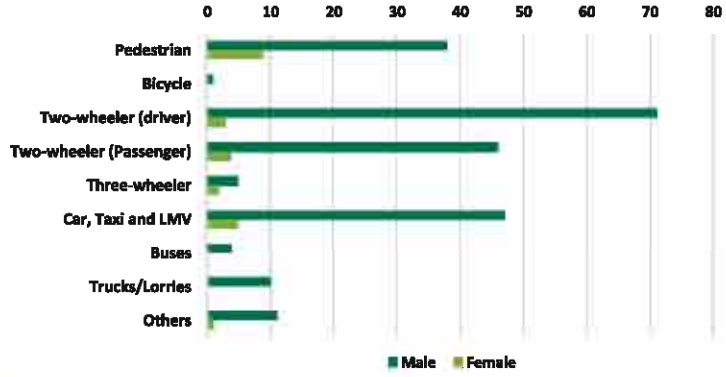
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Osmanabad 2018

Population: 1,657,576

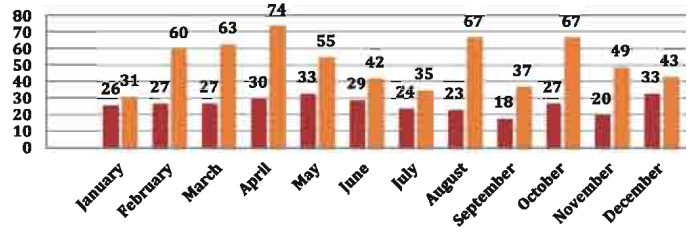
Crashes: **1035**

Fatalities: **317**

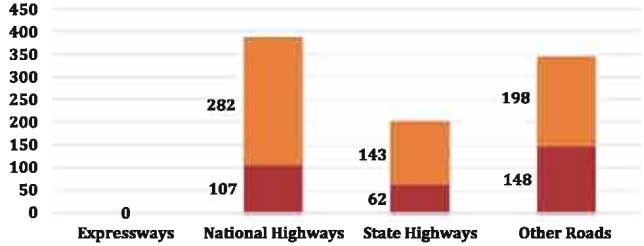
Fatalities/100000: 19.1

- Most fatalities have occurred between **15.00 hrs to 18.00 hrs**.
- No. of fatalities are higher on **other roads**.
- The trend graph shows a **23.7% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-35-year-old**.
- **Two-wheeler drivers** are the most vulnerable of all victims.

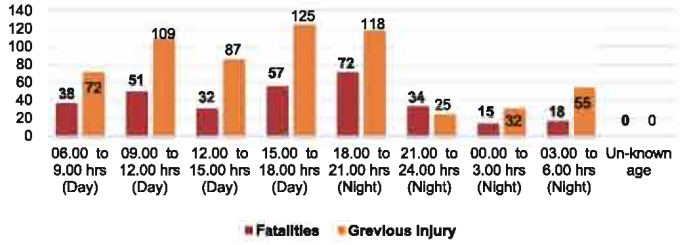
MONTH-WISE



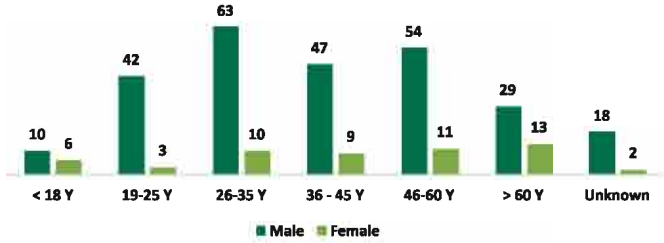
TYPE OF ROAD



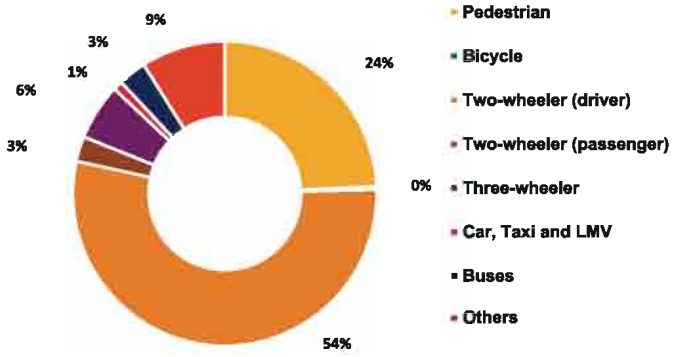
TIME OF CRASH



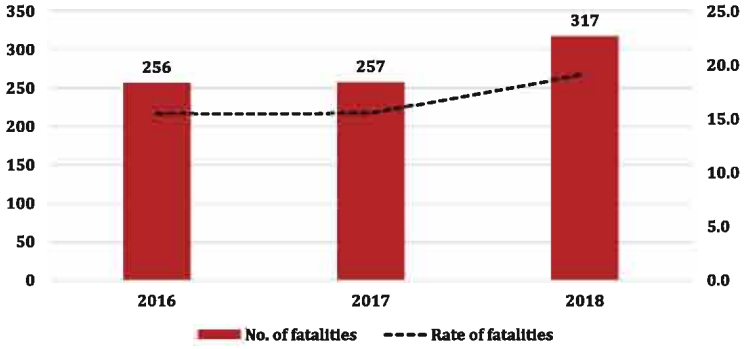
AGE & GENDER



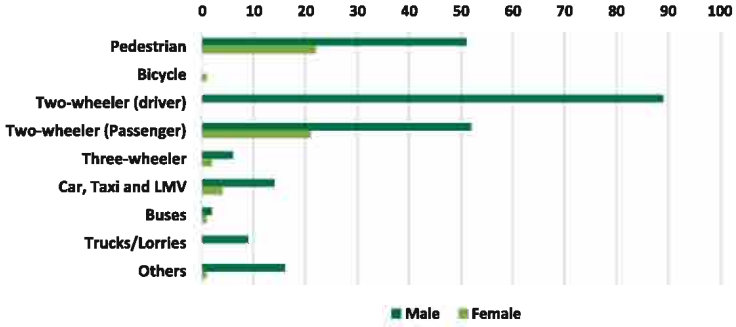
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Palghar 2018

Population: 29,90,116

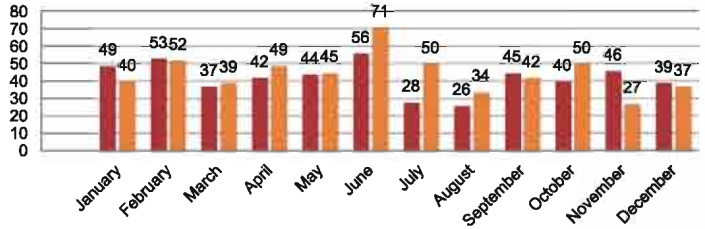
Crashes:**906**

Fatalities: **505**

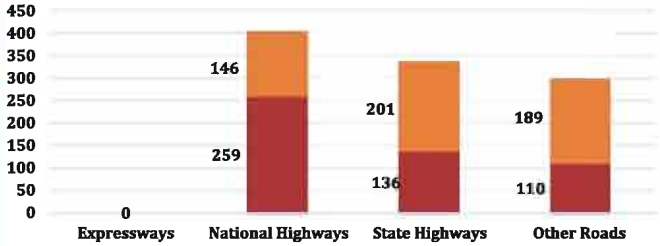
Fatalities/100000: 16.9

- Most fatalities have occurred between **21.00 hrs to 24.00 hrs.**
- No. of fatalities are higher on **national highways; 21.26%** of the total fatalities have occurred at junctions.
- The trend graph shows a **1.29% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **36-45-year-old.**
- **Two-wheeler drivers** are the most vulnerable of all victims.

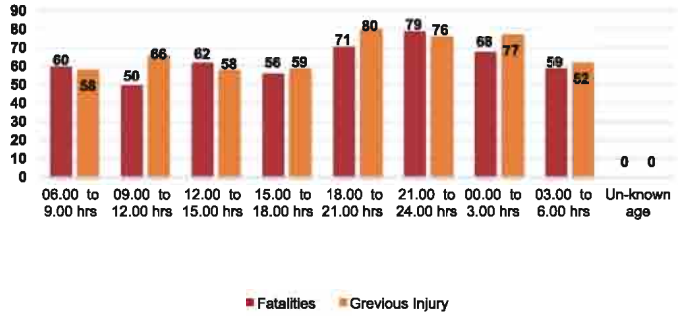
MONTH-WISE



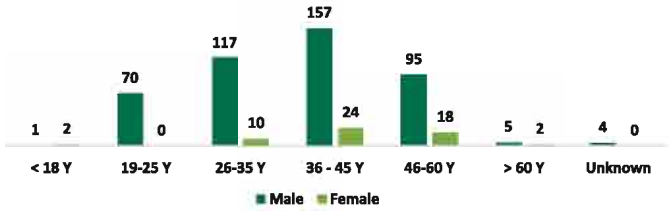
TYPE OF ROAD



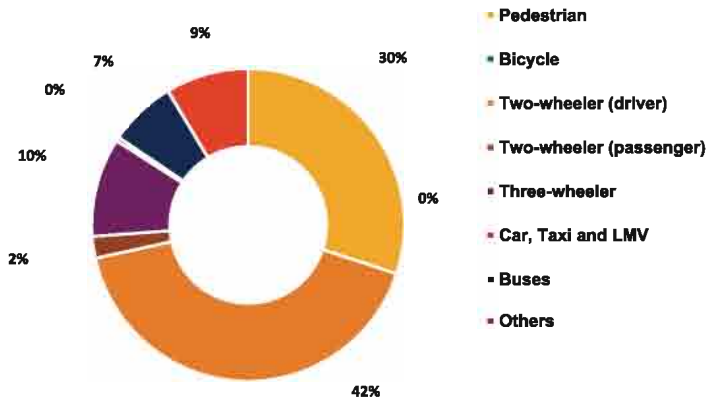
TIME OF CRASH



AGE & GENDER

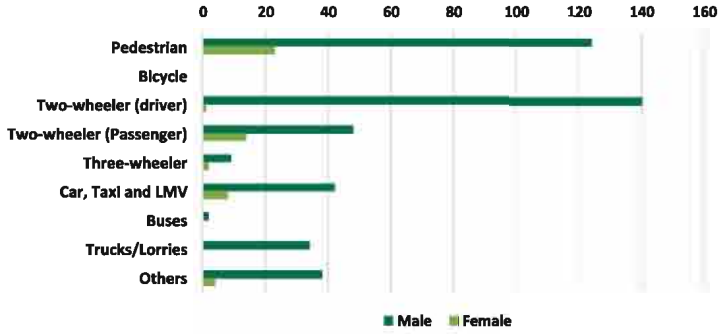


MODE OF TRANSPORT



FATALITIES TREND GRAPH

MODE & GENDER



Parbhani 2018

Population: 1,836,086

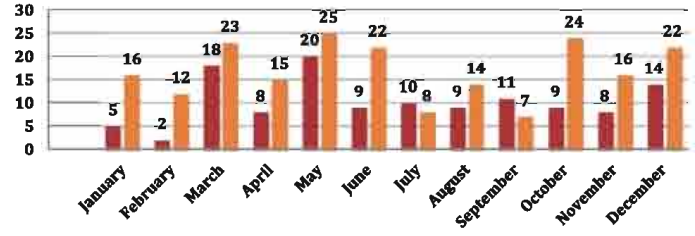
Crashes: **365**

Fatalities: **123**

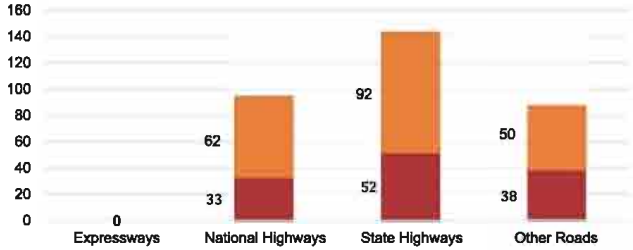
Fatalities/100000: 6.7

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs.**
- No. of fatalities are higher on **state highways.**
- The trend graph shows a **3.38% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **19-60-year-old.**
- **Two-wheeler drivers and passengers** are the most vulnerable of all victims.

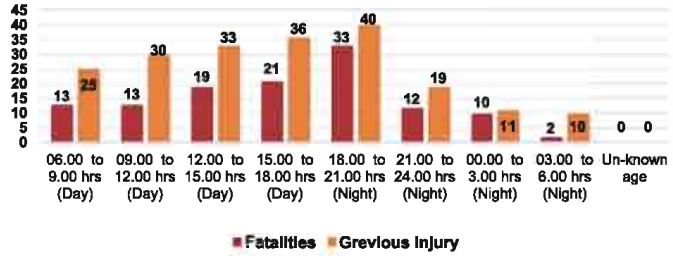
MONTH-WISE



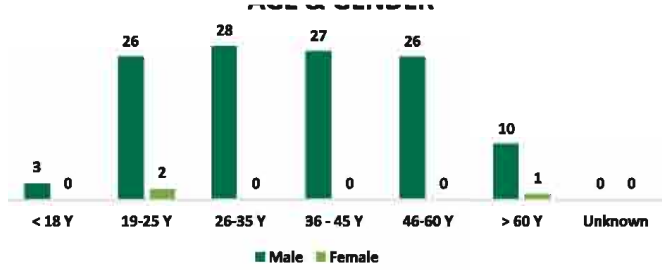
TYPE OF ROAD



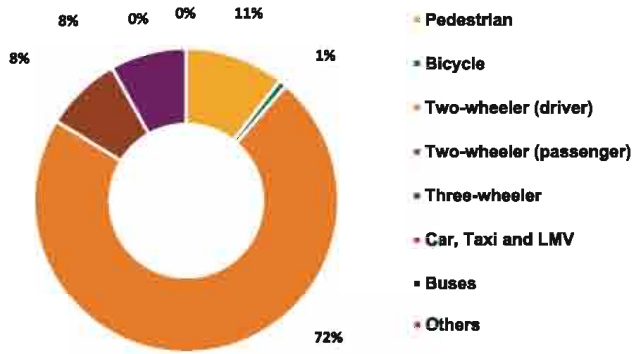
TIME OF CRASH



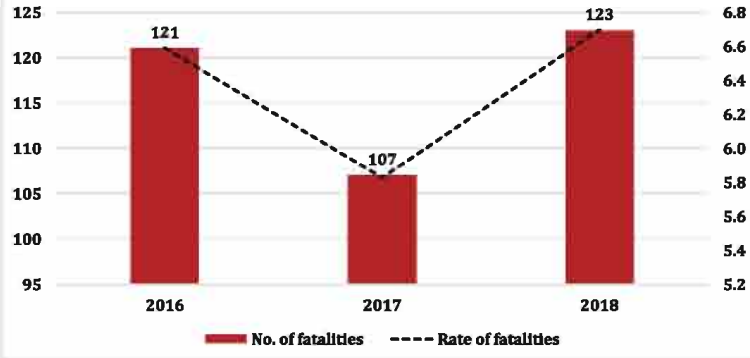
AGE & GENDER



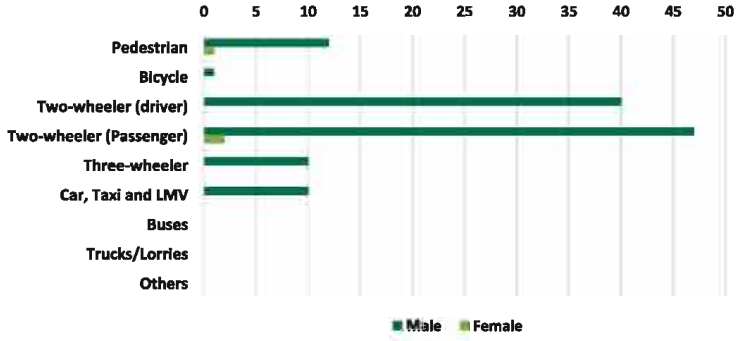
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Pune City 2018

Population: 9,429,408

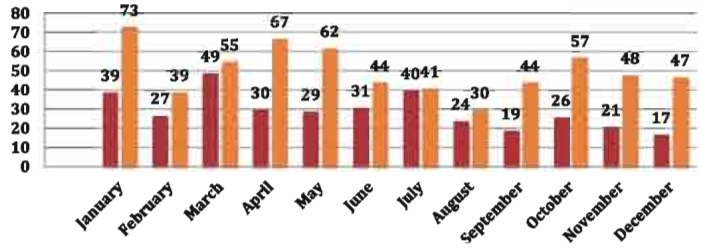
Crashes: **1243**

Fatalities: **352**

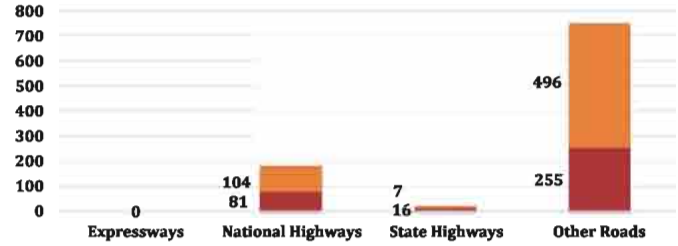
Fatalities/100000: 3.7

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs**.
- No. of fatalities are higher on **other roads; 11.07%** of the total fatalities have occurred at junctions.
- The trend graph shows a **14.6% decrease in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men of unknown age.
- **Two-wheeler drivers** are the most vulnerable of all victims.

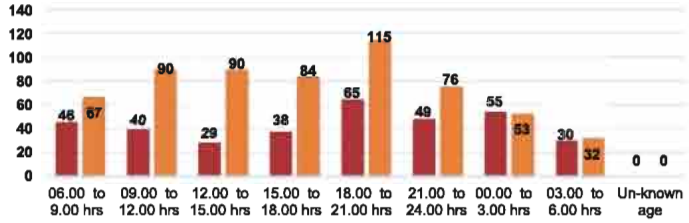
MONTH-WISE



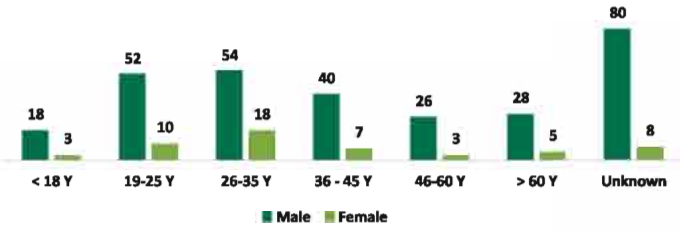
TYPE OF ROAD



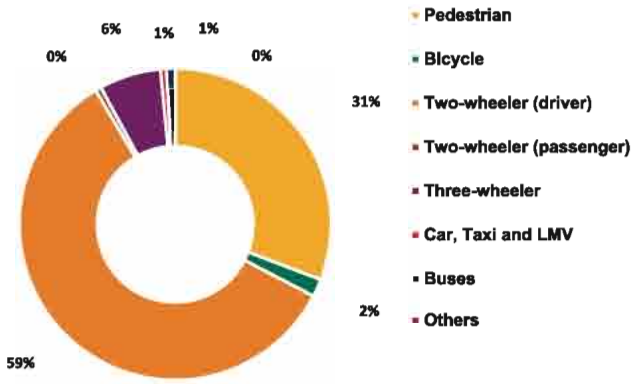
TIME OF CRASH



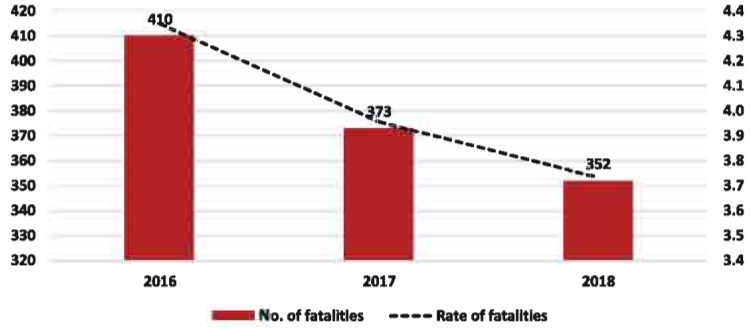
AGE & GENDER



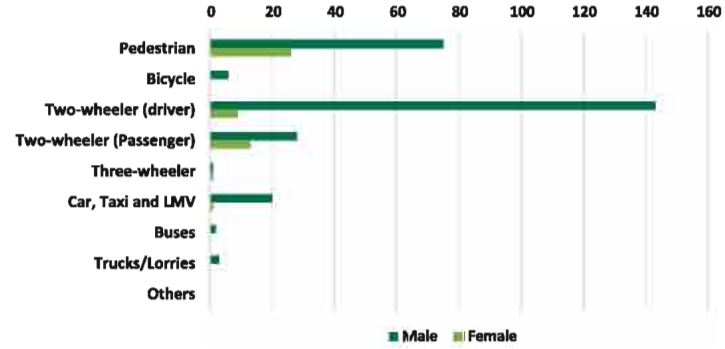
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Pune Rural 2018

Population: 9,429,408

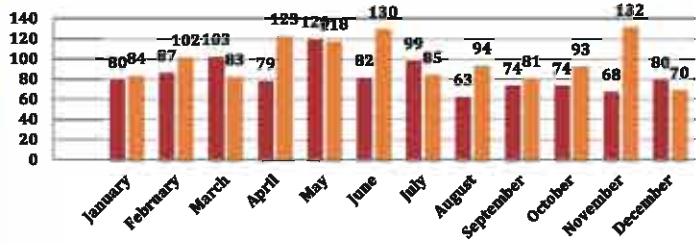
Crashes: **2504**

Fatalities: **1009**

Fatalities/100000: 10.7

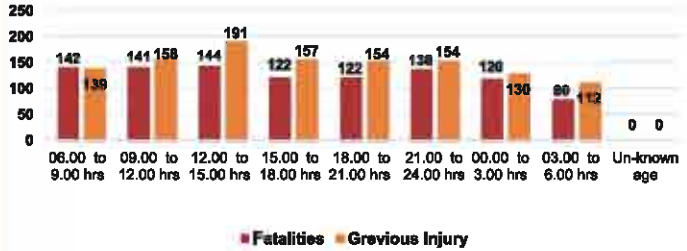
- Most fatalities have occurred between **6.00 hrs to 15.00 hrs.**
- No. of fatalities are higher on **national highways.**
- The trend graph shows a **4.7% decrease in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **36-60-year-old.**
- **Two-wheeler drivers** are the most vulnerable of all victims.

MONTH-WISE

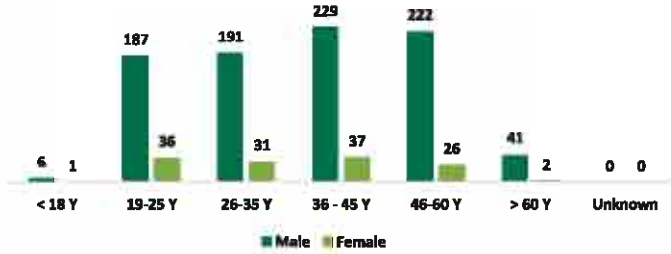


TYPE OF ROAD

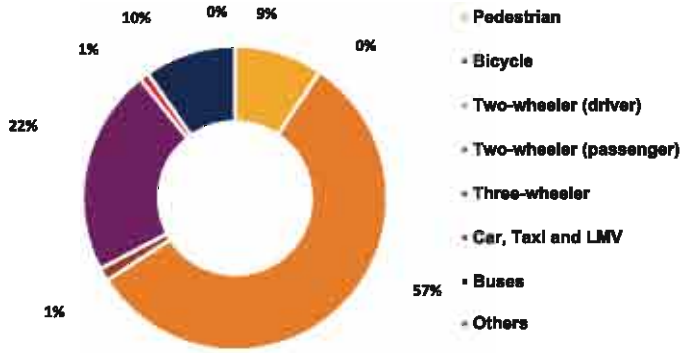
TIME OF CRASH



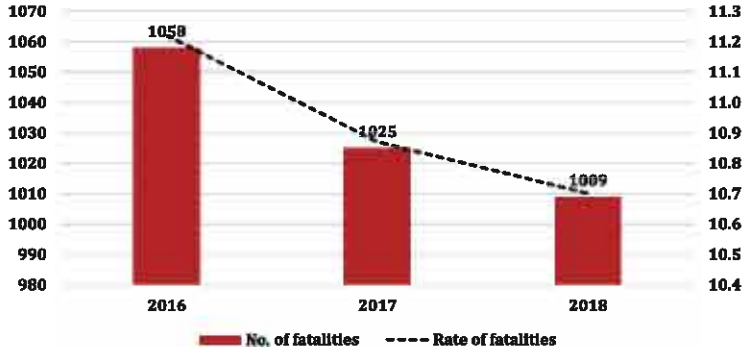
AGE & GENDER



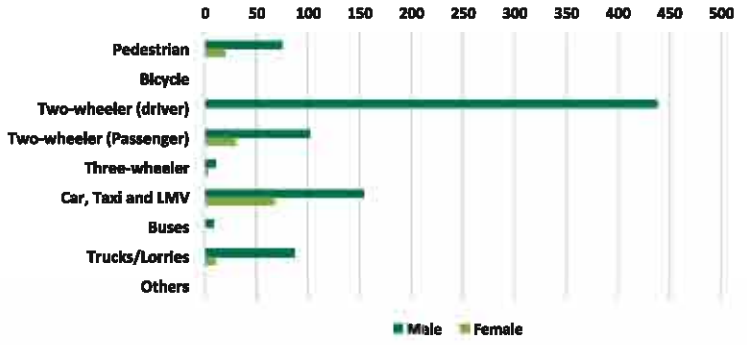
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Pimpri Chinchwad, 2018

Population: **1,727,692**

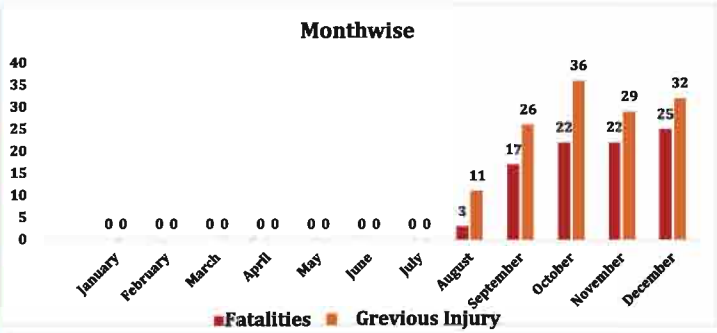
Crashes: **221**

Fatalities: **89**

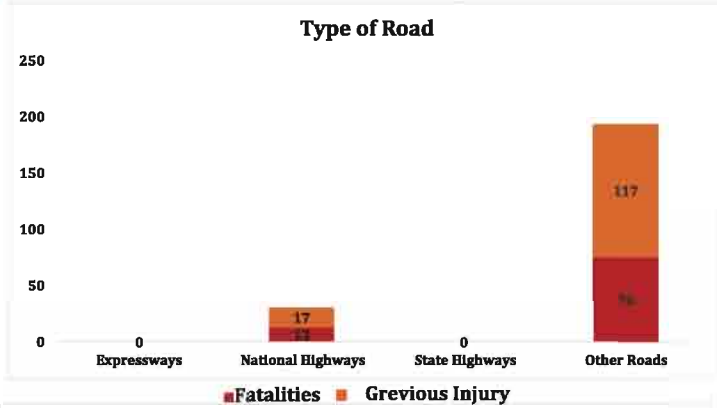
Fatalities/100000: **5.15**

- No. of fatalities are higher on **other roads**;
- Victims of fatal crashes are predominantly men aged between **26-45-year-olds**.
- **Pedestrians** are the most vulnerable of all victims.

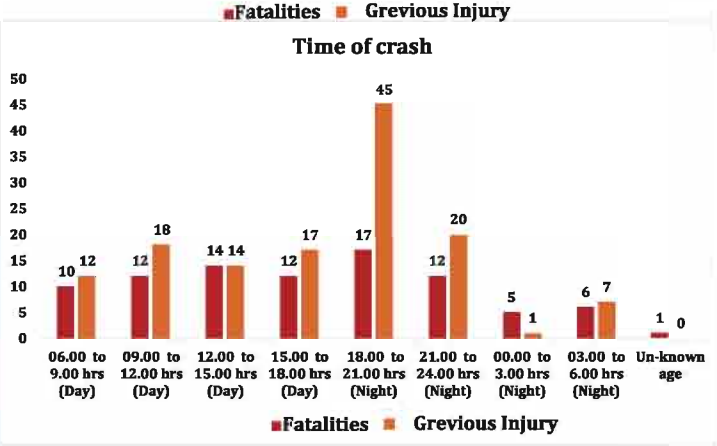
Monthwise



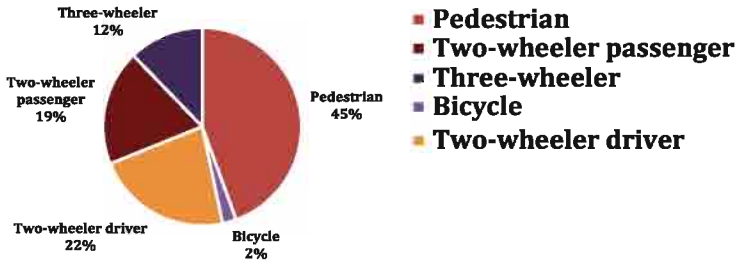
Type of Road



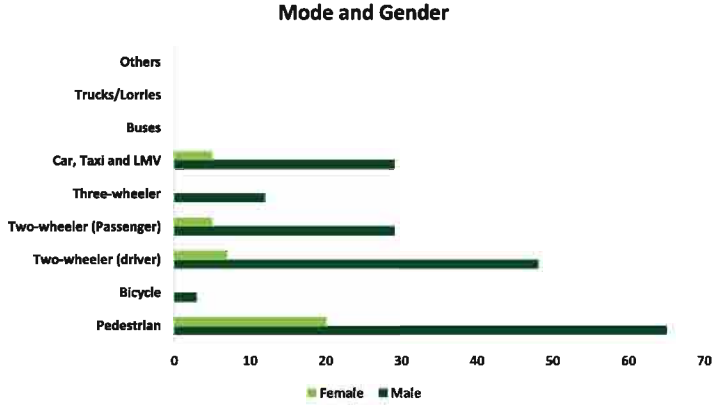
Time of crash



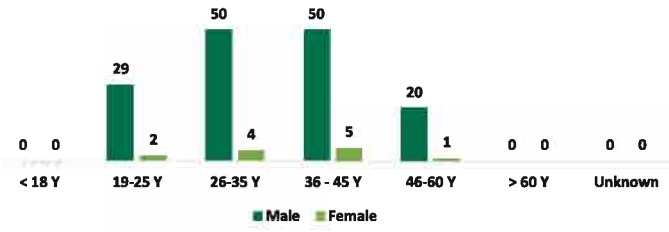
Mode of Transport



Mode and Gender



Age and Gender



Raigad 2018

Population: 2,634,200

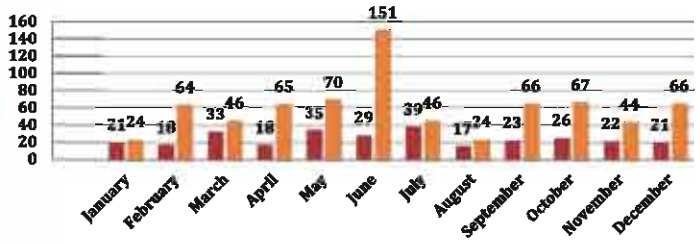
Crashes:**1451**

Fatalities: **302**

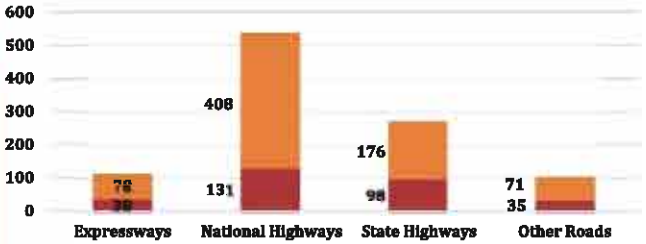
Fatalities/100000: 11.5

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs.**
- No. of fatalities are higher on **national highways.**
- The trend graph shows a **2.9% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **36-45-year-old.**
- **Two-wheeler drivers** are the most vulnerable of all victims.

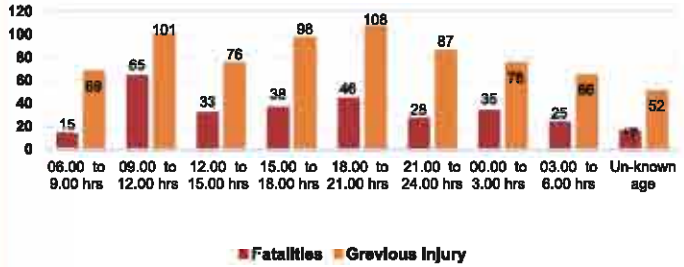
MONTH-WISE



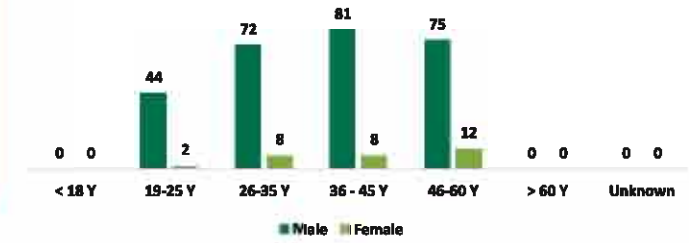
TYPE OF ROAD



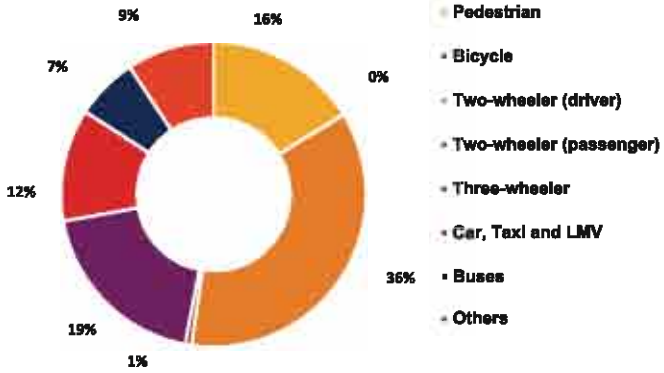
TIME OF CRASH



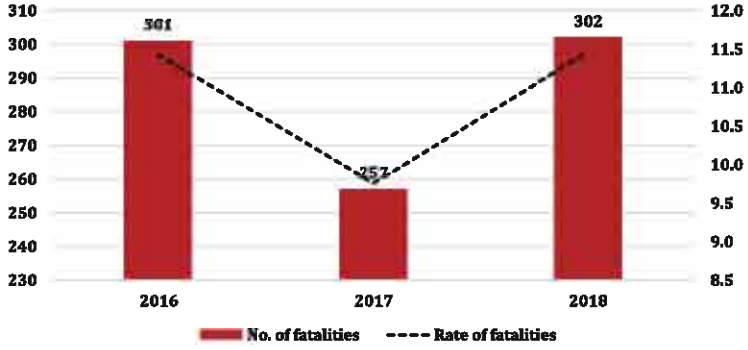
AGE & GENDER



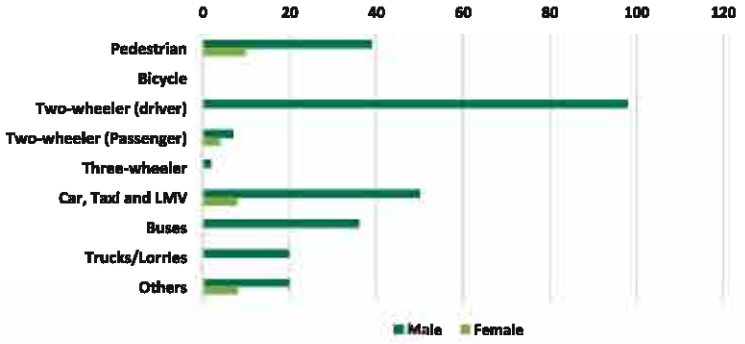
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Ratnagiri 2018

Population: 1,615,069

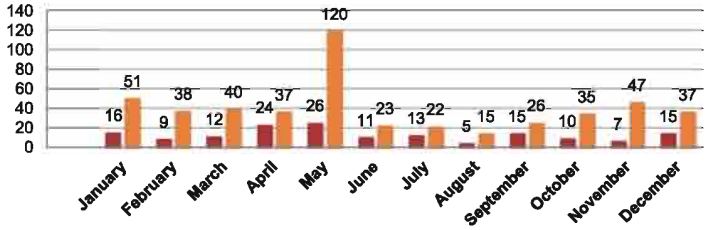
Crashes:**1222**

Fatalities: **163**

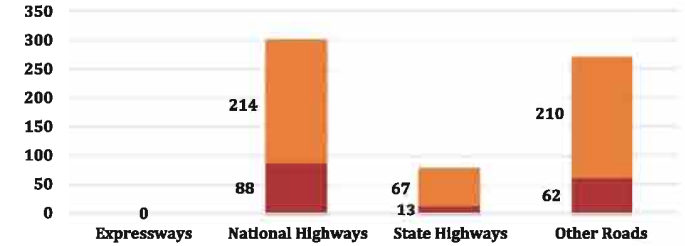
Fatalities/100000: 10.1

- Most fatalities have occurred between **09.00 hrs to 12.00 hrs.**
- No. of fatalities are higher on **national highways.**
- The trend graph shows a **12.3% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **19-25-year-old.**
- **Car and other LMV users** are the most vulnerable of all victims.

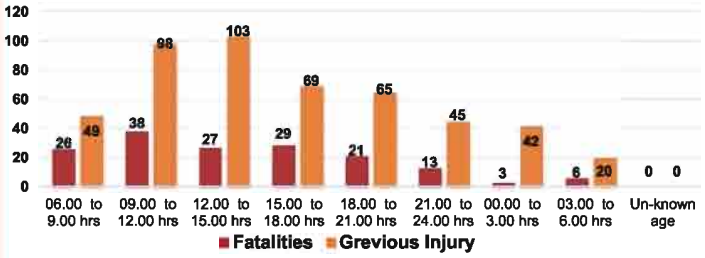
MONTH-WISE



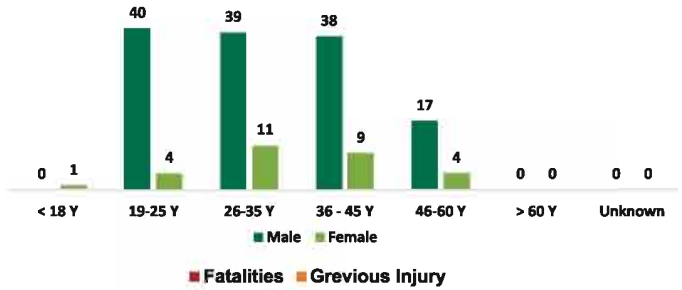
TYPE OF ROAD



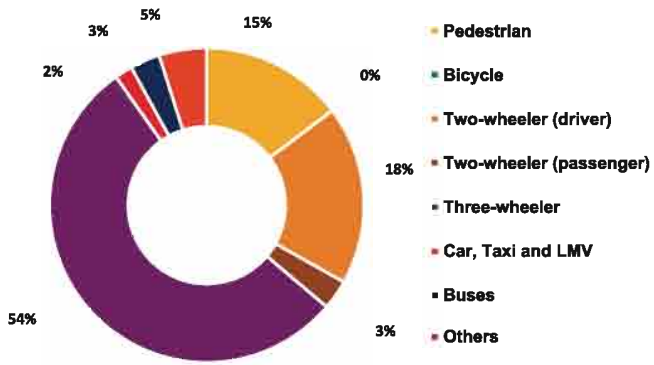
TIME OF CRASH



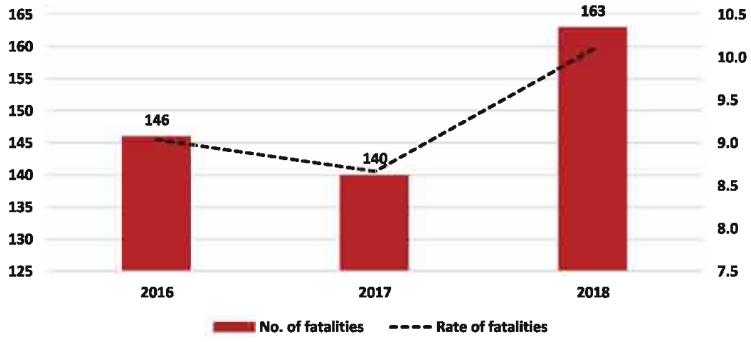
AGE & GENDER



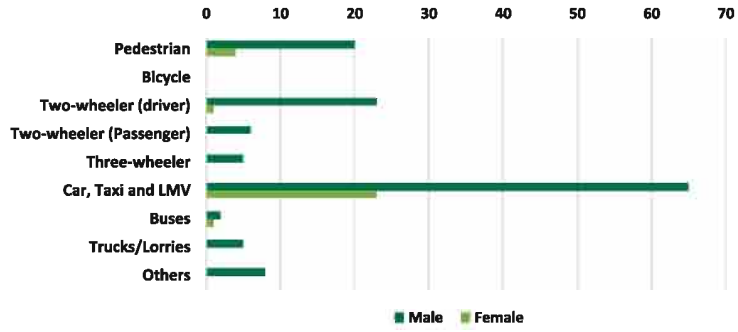
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Sangli 2018

Population: 2,822,143

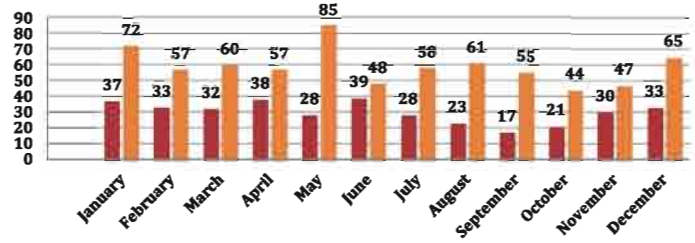
Crashes: **1140**

Fatalities: **359**

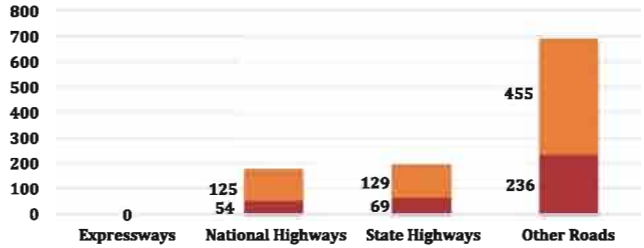
Fatalities/100000: 12.7

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs.**
- No. of fatalities are higher on **other roads**; **28.41%** of the total fatalities have occurred at junctions.
- The trend graph shows a **15.24% decrease in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **36-45-year-old.**
- **Two-wheeler drivers** are the most vulnerable of all victims.

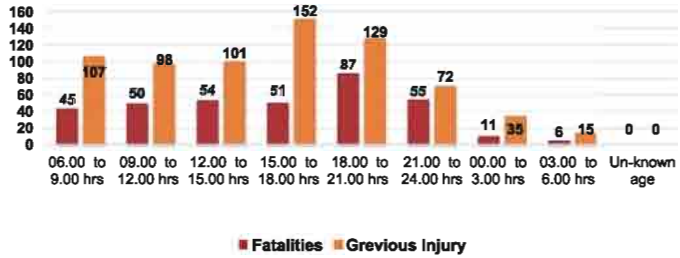
MONTH-WISE



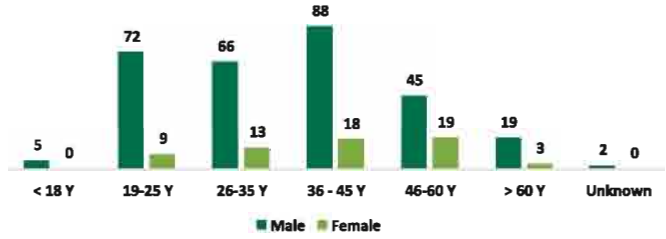
TYPE OF ROAD



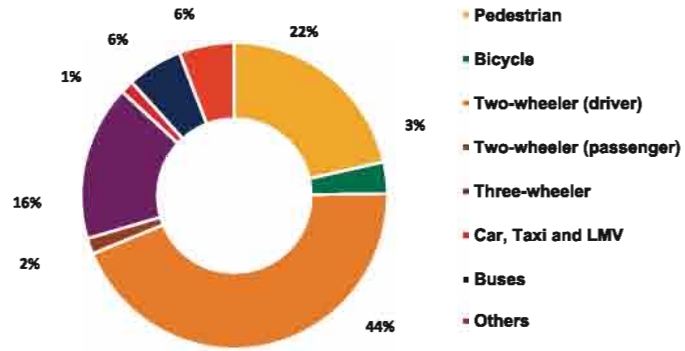
TIME OF CRASH



AGE & GENDER

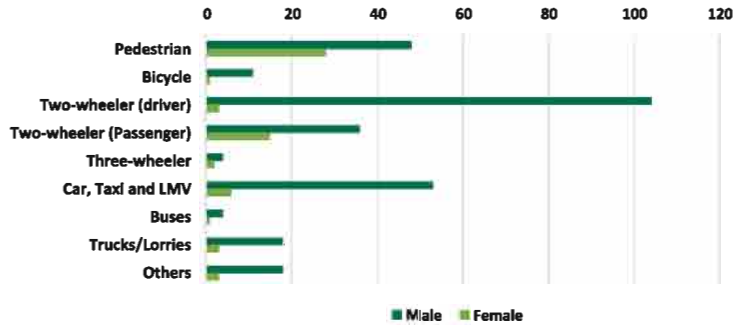


MODE OF TRANSPORT



FATALITIES TREND GRAPH

MODE & GENDER



Satara 2018

Population: 3,003,741

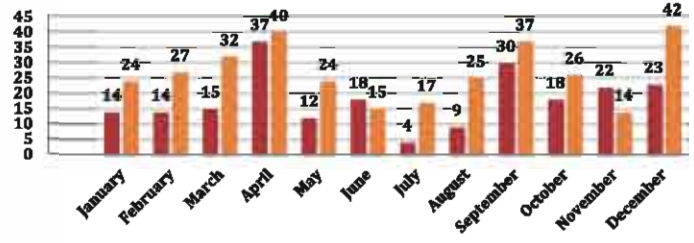
Crashes: **698**

Fatalities: **216**

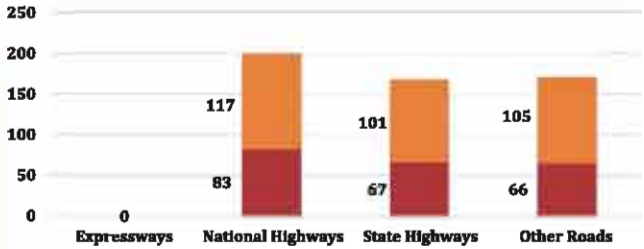
Fatalities/100000: 5.4

- Most fatalities have occurred between **12.00 hrs to 15.00 hrs.**
- No. of fatalities are higher on **national highways; 45%** of the total fatalities have occurred at junctions.
- The trend graph shows a **47.99% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-35-year-old.**
- **Two-wheeler drivers** are the most vulnerable of all victims.

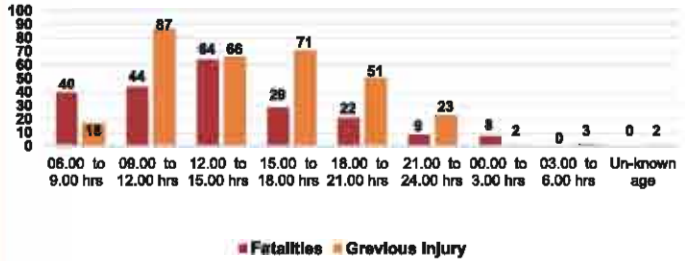
MONTH-WISE



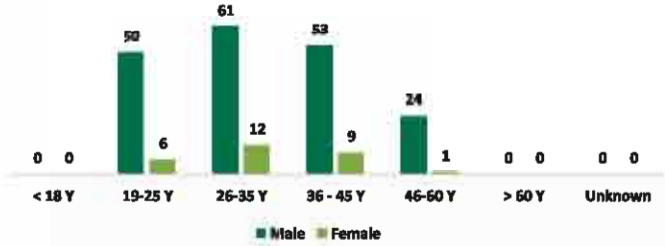
TYPE OF ROADS



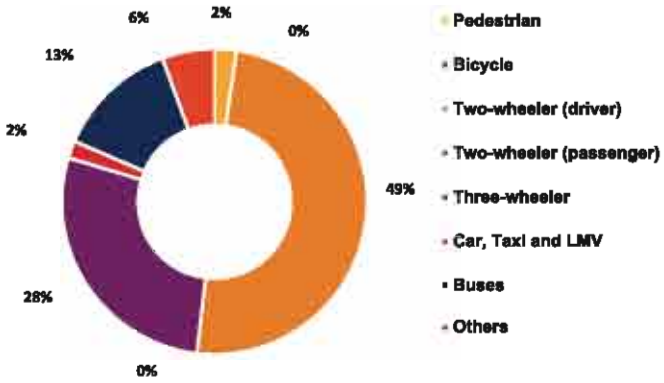
TIME OF CRASH



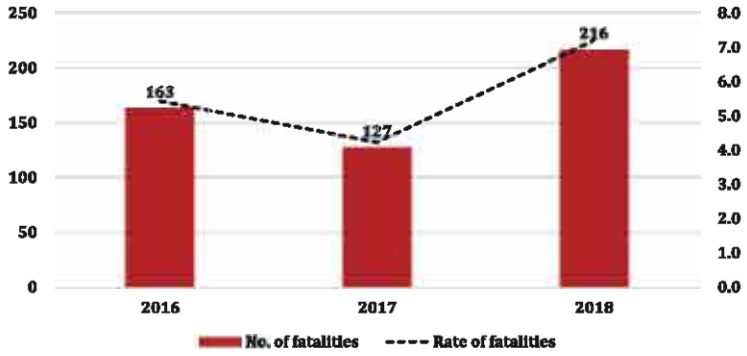
AGE & GENDER



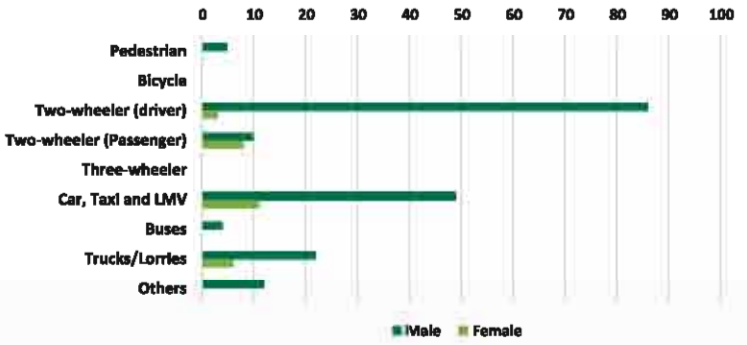
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Sindhudurg 2018

Population: 849,651

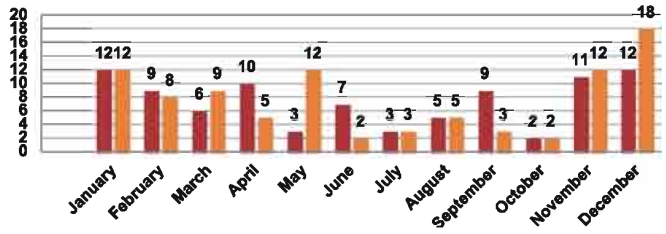
Crashes:**1222**

Fatalities: **89**

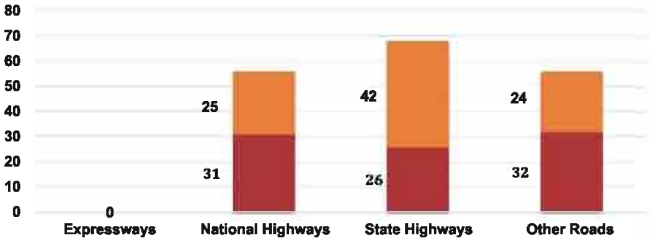
Fatalities/100000: 10.5

- Most fatalities have occurred between **15.00 hrs to 18.00 hrs.**
- No. of fatalities are higher on **state highways; 5.61%** of the total fatalities have occurred at junctions.
- The trend graph shows a **31.67% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **36-45-year-old.**
- **Two-wheeler drivers** are the most vulnerable of all victims.

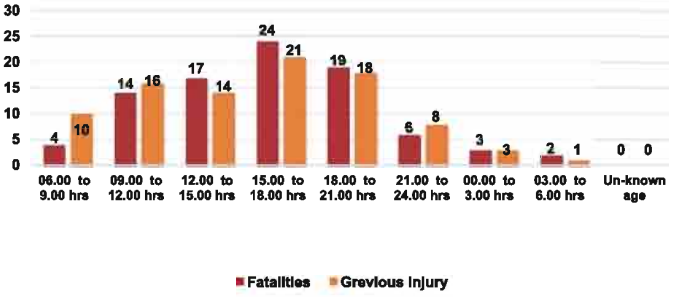
MONTH-WISE



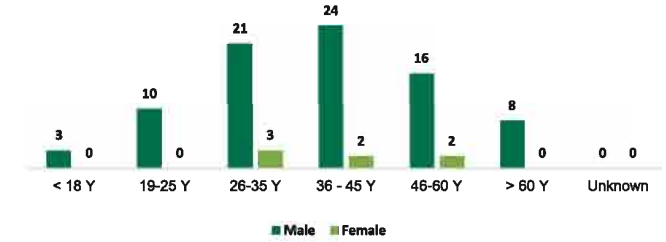
TYPE OF ROAD



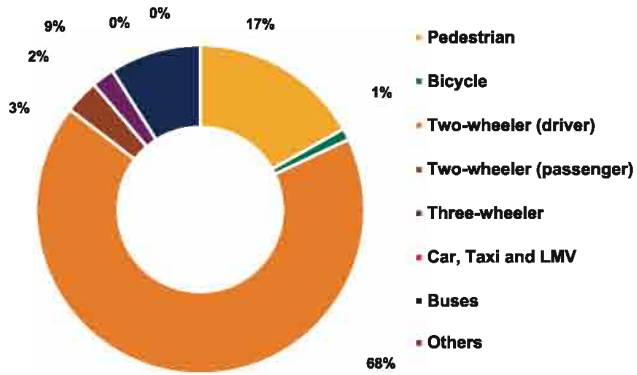
TIME OF CRASH



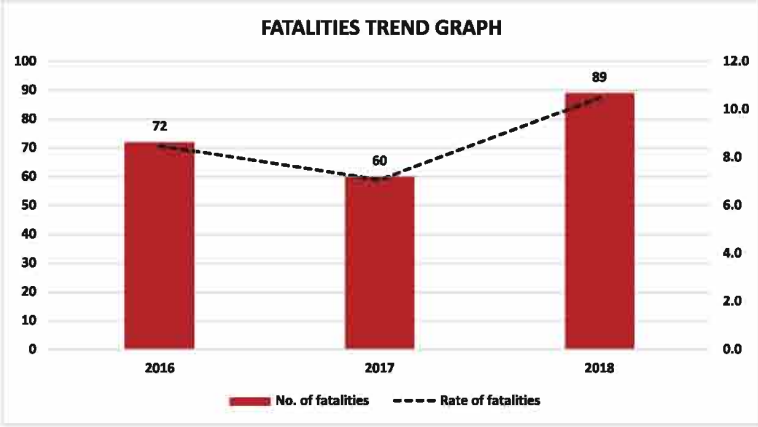
AGE & GENDER



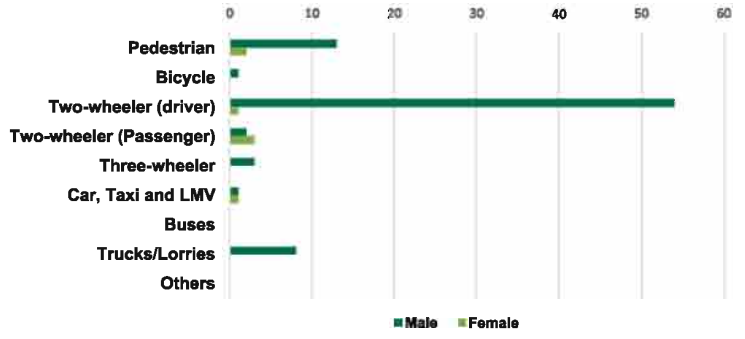
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Solapur City 2018

Population: 4,317,756

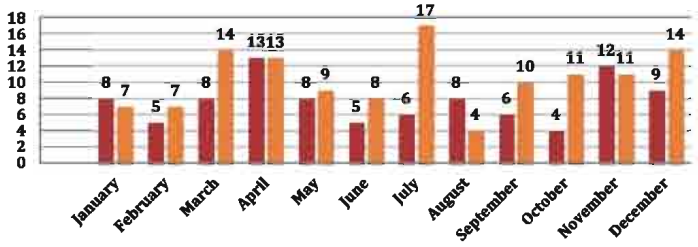
Crashes: **258**

Fatalities: **92**

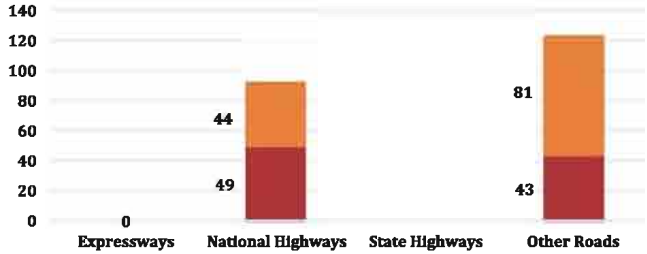
Fatalities/100000: **2.1**

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs.**
- No. of fatalities are higher on **national highways**.
- The trend graph shows a **16.4% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-45-year-olds**.
- **Two-wheeler drivers** are the most vulnerable of all victims.

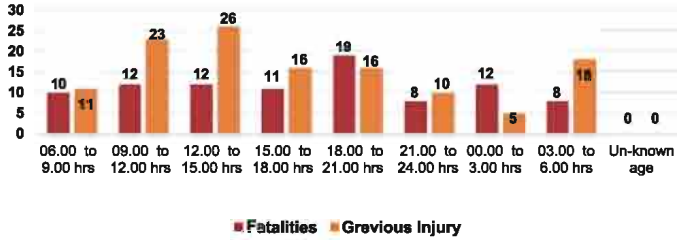
MONTH-WISE



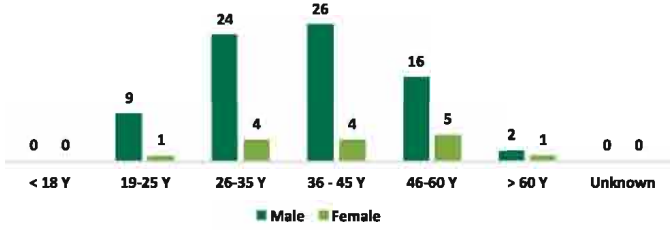
TYPE OF ROAD



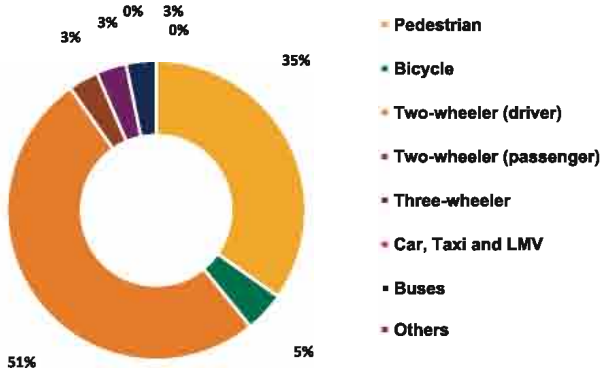
TIME OF CRASH



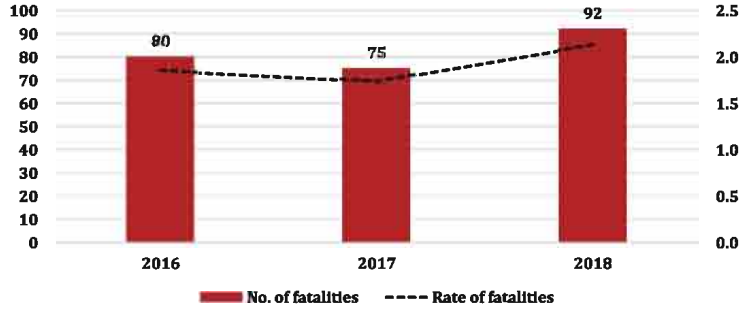
AGE & GENDER



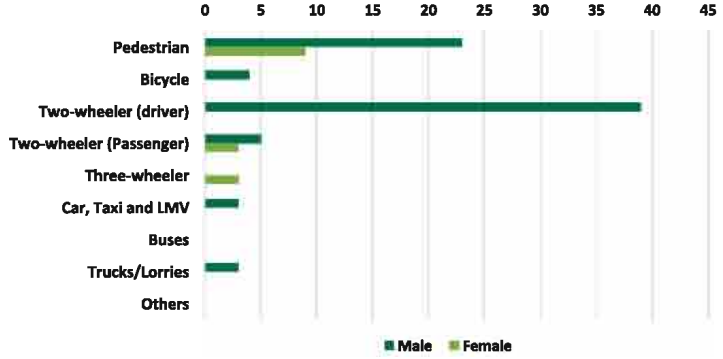
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Solapur Rural 2018

Population: 4,317,756

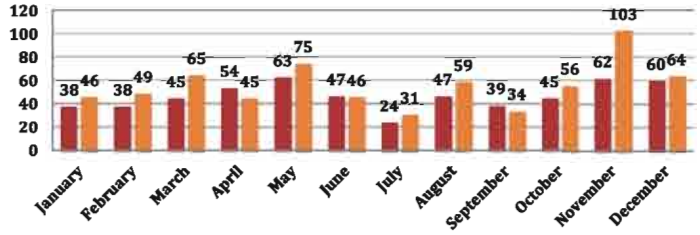
Crashes: **1488**

Fatalities: **562**

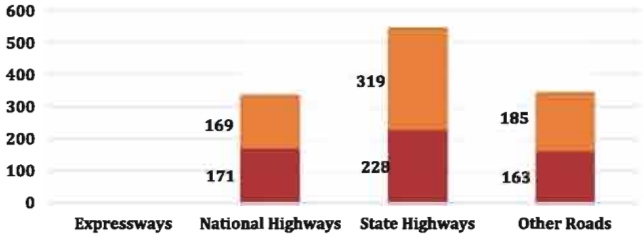
Fatalities/100000: 13.0

- Most fatalities have occurred between **00.00 hrs to 3.00 hrs**.
- No. of fatalities are higher on **state highways.**
- The trend graph shows a **13.2% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **25-35-year-old**.
- **Two-wheeler passengers** are the most vulnerable of all victims.

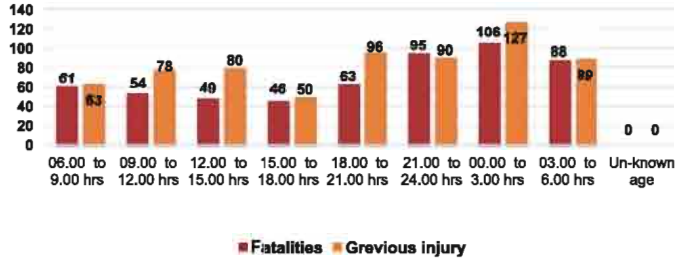
MONTH-WISE



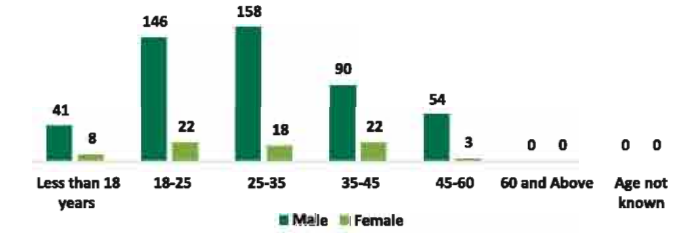
TYPE OF ROAD



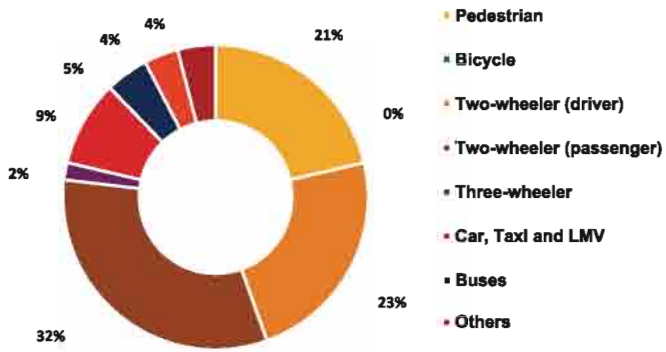
TIME OF CRASH



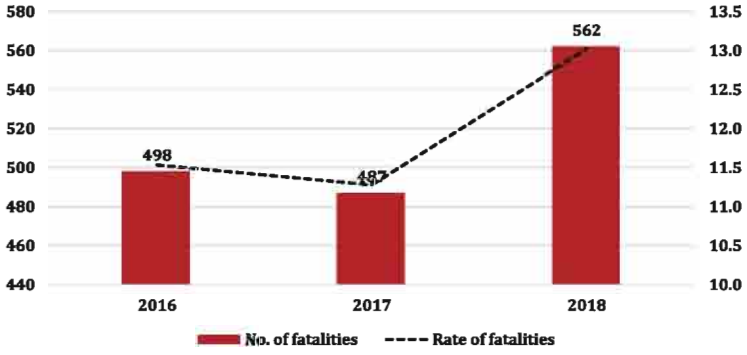
AGE & GENDER



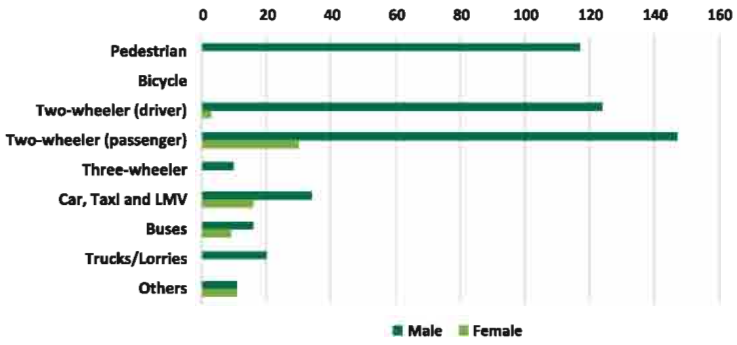
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Thane City 2018

Population: 11,060,148

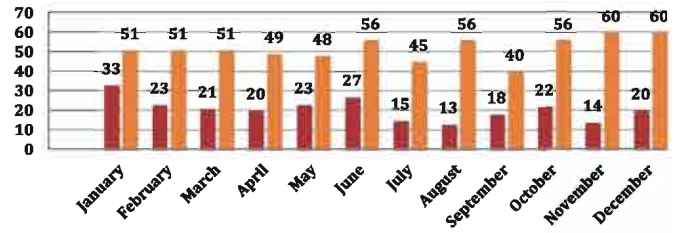
Crashes: **1247**

Fatalities: **249**

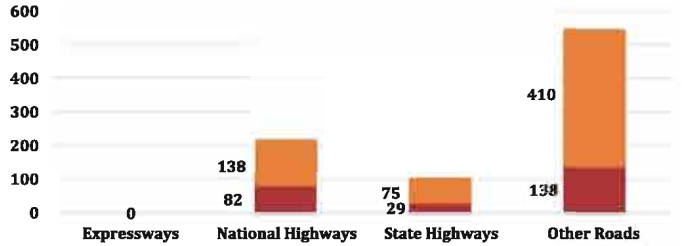
Fatalities/100000: 2.3

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs**.
- No. of fatalities are higher on **other roads**; **8.9%** of the total fatalities have occurred at junctions.
- The trend graph shows a **3.7% decrease in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-35-year-old**.
- **Pedestrians and two-wheeler drivers** are the most vulnerable of all victims.

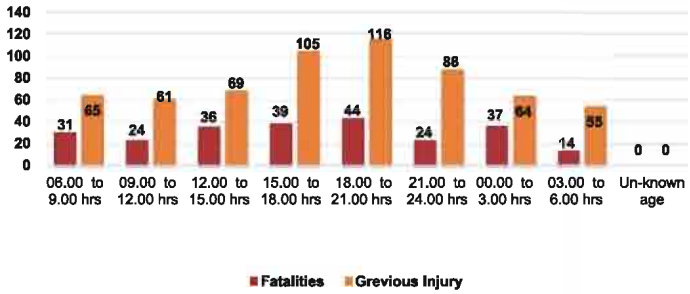
MONTH-WISE



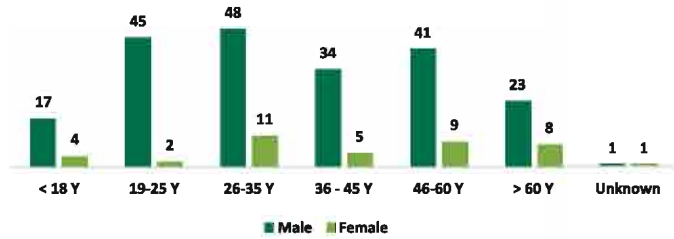
TYPE OF ROAD



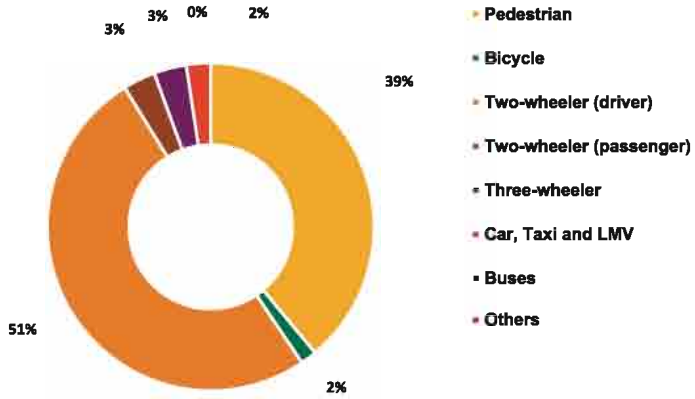
TIME OF CRASH



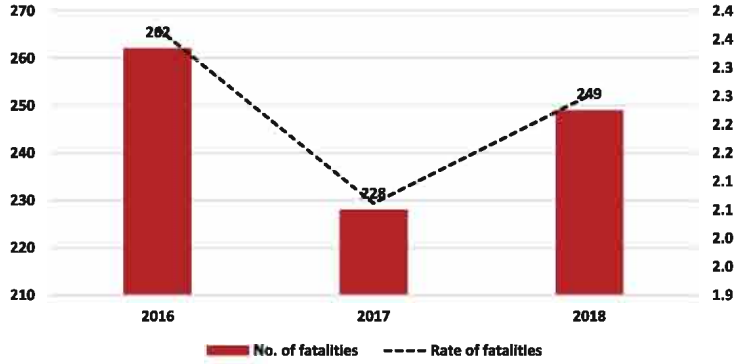
AGE & GENDER



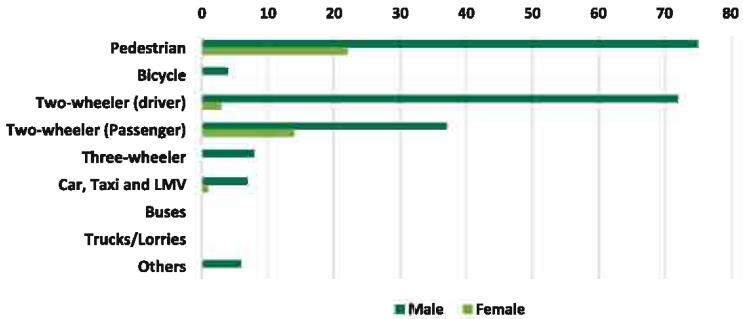
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Thane Rural 2018

Population: 11,060,148

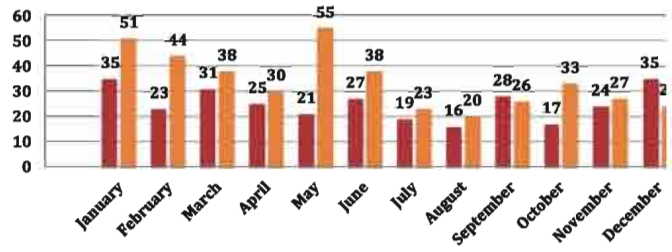
Crashes:**943**

Fatalities: **301**

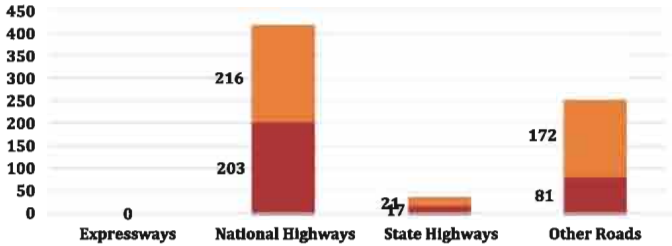
Fatalities/100000: 2.7

- Most fatalities have occurred between **21.00 hrs to 24.00 hrs.**
- No. of fatalities are higher on **national highways; 21.26%** of the total fatalities have occurred at junctions.
- The trend graph shows a **27.7% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-35-year-old.**
- **Pedestrians and two-wheeler drivers** are the most vulnerable of all victims.

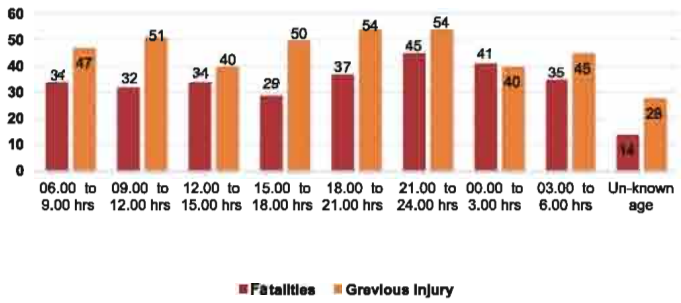
MONTH-WISE



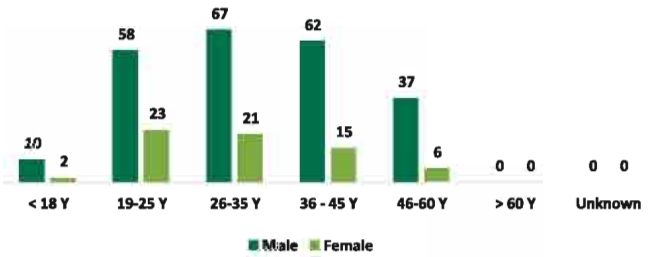
TYPE OF ROAD



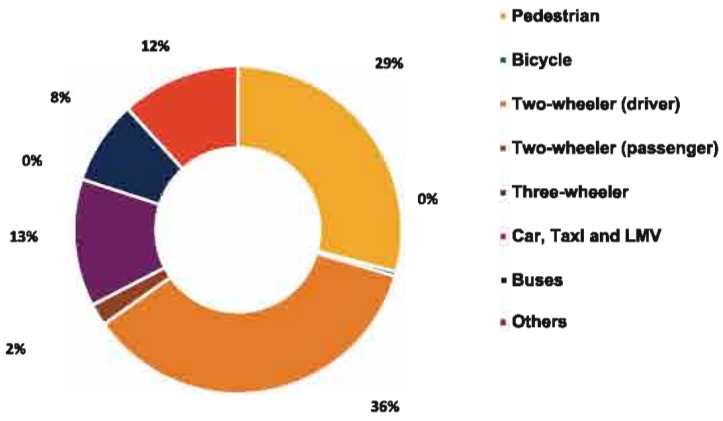
TIME OF CRASH



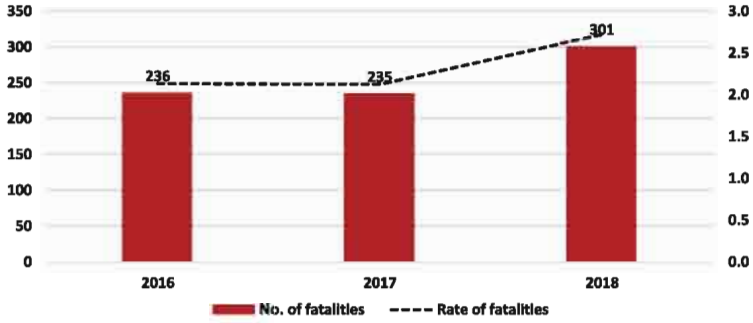
AGE & GENDER



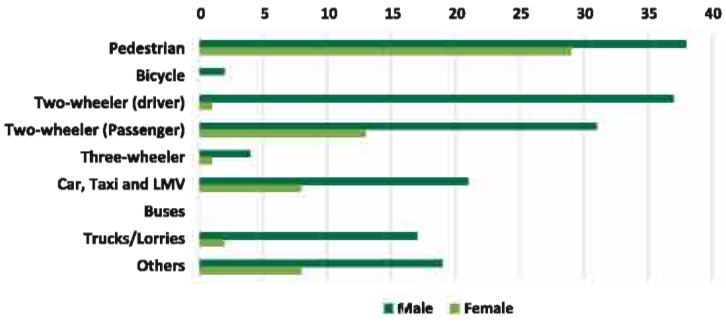
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Wardha 2018

Population: 1,300,774

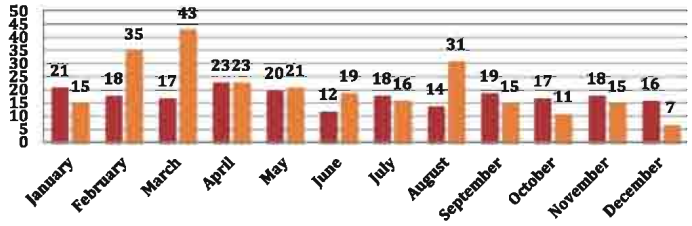
Crashes: **739**

Fatalities: **213**

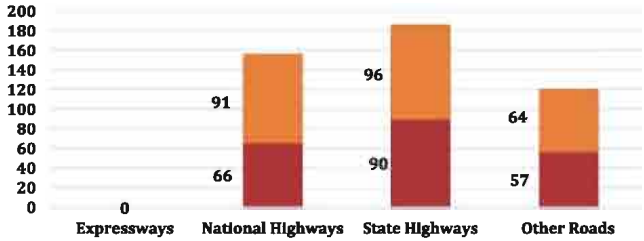
Fatalities/100000: 16.4

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs**.
- No. of fatalities are higher on **state highways**; **13.14%** of the total fatalities have occurred at junctions.
- The trend graph shows a **7.57% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-45-year-old**.
- **Two-wheeler drivers** are the most vulnerable of all victims.

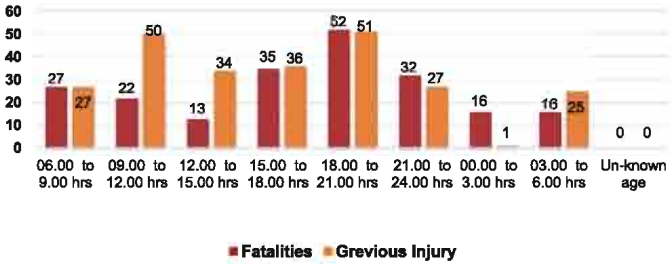
MONTH-WISE



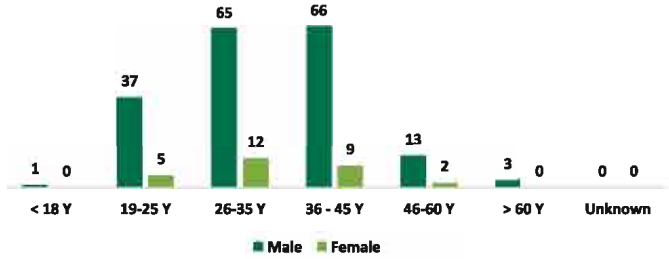
TYPE OF ROAD



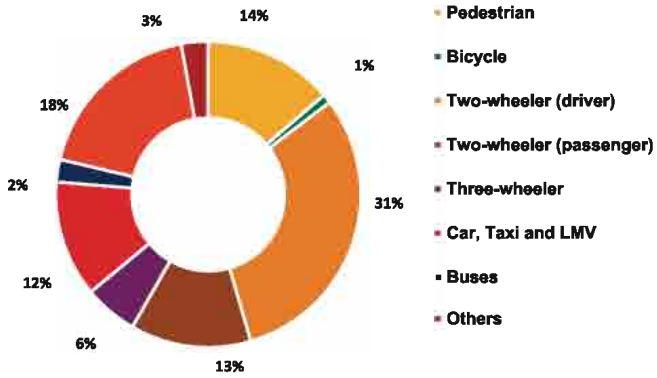
TIME OF CRASH



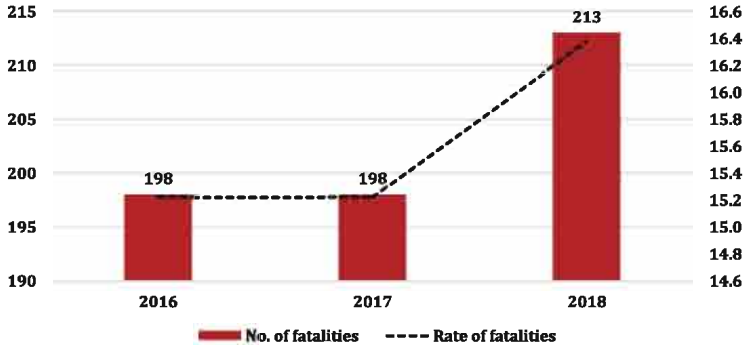
AGE & GENDER



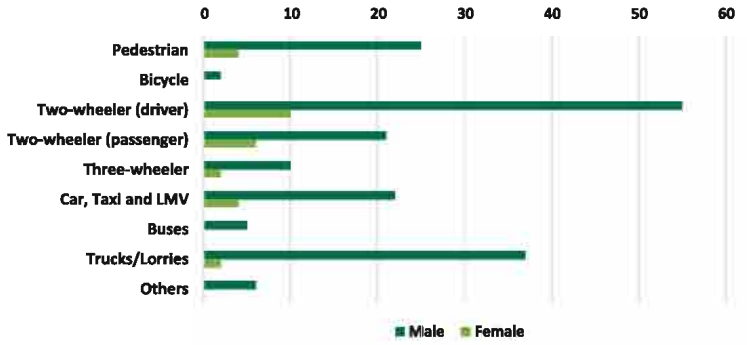
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Washim 2018

Population: 1,197,160

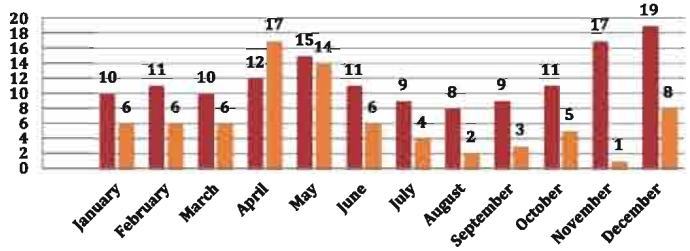
Crashes: **357**

Fatalities: **142**

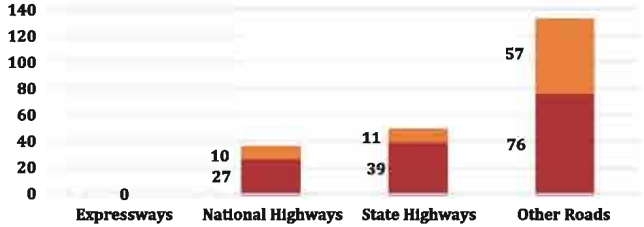
Fatalities/100000: **7.8**

- Most fatalities have occurred between **18.00 hrs to 21.00 hrs**.
- No. of fatalities are higher on **other roads**; **2.8%** of the total fatalities have occurred at junctions.
- The trend graph shows a **2% decrease in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **26-35-year-olds**.
- **Two-wheeler drivers** are the most vulnerable of all victims.

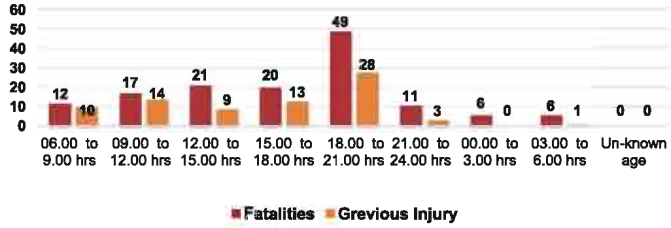
MONTH-WISE



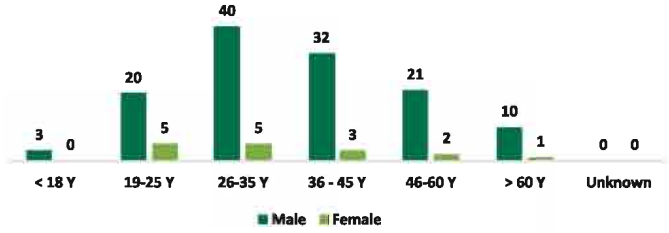
TYPE OF ROAD



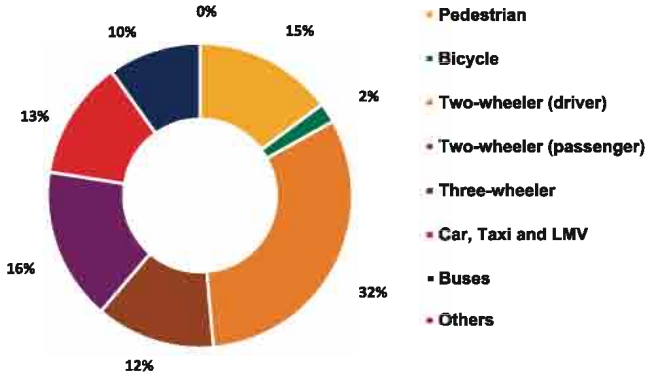
TIME OF CRASH



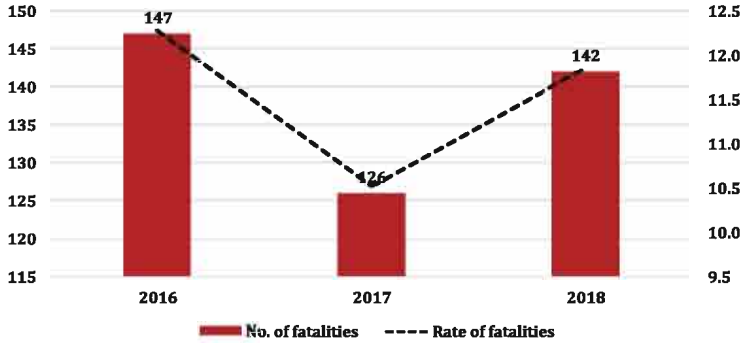
AGE & GENDER



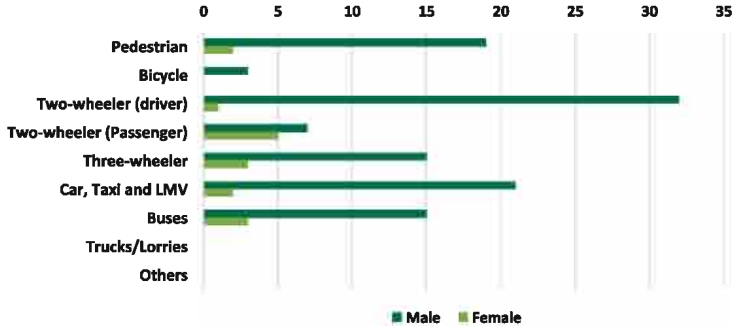
MODE OF TRANSPORT



FATALITIES TREND GRAPH



MODE & GENDER



Yawatmal 2018

Population: 2,772,348

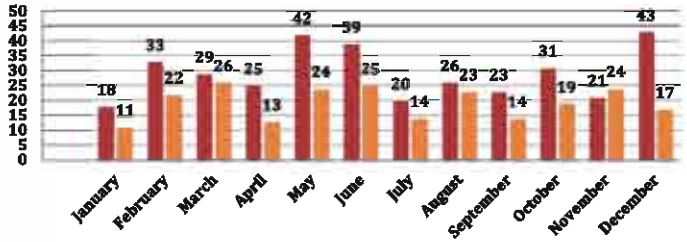
Crashes: **900**

Fatalities: **350**

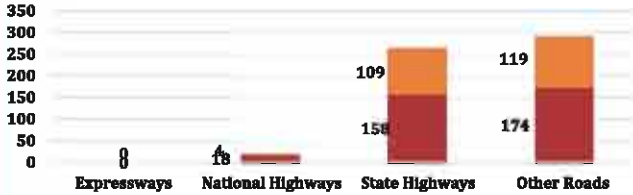
Fatalities/100000: **19.3**

- Most fatalities have occurred between **15.00 hrs to 21.00 hrs.**
- No. of fatalities are higher on **other roads.**
- The trend graph shows a **2% rise in fatalities from 2016 to 2018.**
- Victims of fatal crashes are predominantly men aged between **36-45-year-olds.**
- **Two-wheeler drivers** and cars, taxi & LMV are the most vulnerable of all victims.

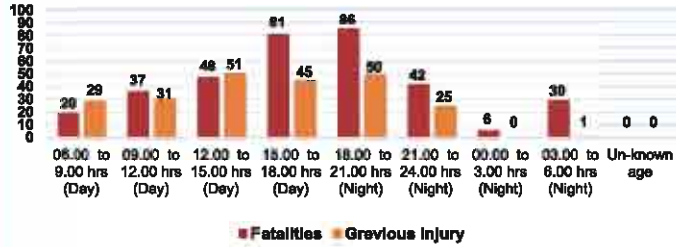
MONTH-WISE



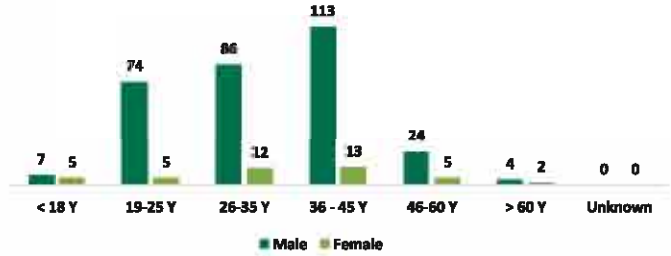
TYPE OF ROAD



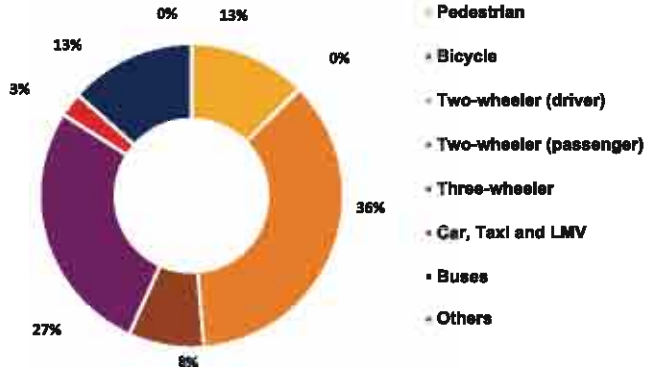
TIME OF CRASH



AGE & GENDER

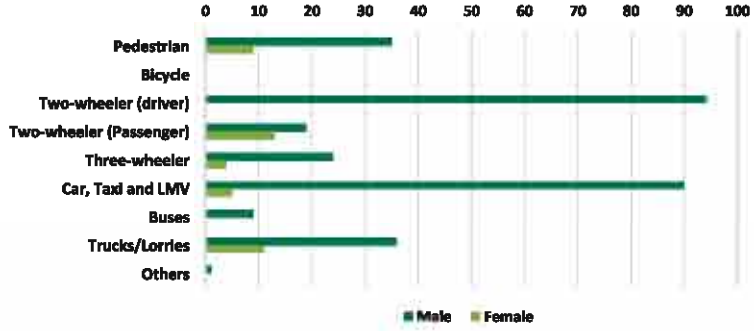


MODE OF TRANSPORT



FATALITIES TREND GRAPH

MODE & GENDER



MAHARASHTRA STATE CASES & FINE INFORMATION - 2018

Sr. No.	DISTRICTS	DANGEROUS DRIVING	FINE RECOVERED	OVER TAKING	FINE RECOVERED	EXCESS SPEED	FINE RECOVERED	DRUNKEN DRIVE	FINE RECOVERED
		1	2	3	4	5	6	7	8
1	Akola	0	0	0	0	1	1000	46	400
2	Amaravati ®	53	38700	18	3600	46	40900	427	31800
3	Buldhana	0	0	0	0	0	0	158	0
4	Yavatmal	68	90300	0	0	38	41100	2593	1400800
5	Washim	4	400	0	0	36	8600	7	0
6	Aurangabad ®	0	0	0	0	0	0	177	0
7	Jalna	0	0	0	0	0	0	0	0
8	Beed	80	58400	28	5600	21	21700	456	0
9	Osmanabad	3	5200	0	0	9	9500	18	14700
10	Nanded	102	82000	1	200	317	294400	49	71200
11	Latur	16	11500	0	0	0	0	55	0
12	Parbhani	17	21900	0	0	1	1000	258	193400
13	Hingoli	7	7000	0	0	15	7500	81	0
14	Kolhapur	256	234100	2	400	46	43300	1227	1535600
15	Pune ®	0	0	34	6800	377	333300	922	267500
16	Sangli	70	83500	0	0	33	37700	3553	5073500
17	Satara	156	163700	1	200	12	8200	500	101400
18	Solapur ®	73	73000	231	46200	0	0	948	851500
19	Bhandara	44	44000	144	28800	3	3000	145	0
20	Chandrapur	6	5600	1	1000	9	7700	2218	96500
21	Gadchiroli	66	39600	63	13000	9	12900	101	166450
22	Gondiya	11	11000	0	0	1	500	21	0
23	Nagpur ®	45	44000	342	0	110	106400	2193	5200
24	Wardha	65	9800	0	0	36	7200	416	21600
25	Ahmednagar	292	77200	53	12000	379	158300	808	1457200
26	Dhule	0	0	0	0	41	32000	73	101300
27	Jalgaon	5	4000	0	0	229	107500	243	188300
28	Nasik ®	87	75600	0	0	161	148300	338	291200
29	Nandurbar	41	29700	40	8000	35	21200	33	13100
30	Raigad	591	118200	0	0	38	40000	1183	1554000
31	Ratnagiri	190	162800	0	0	0	0	61	87600
32	Sindhudurg	29	25200	3	600	12	6400	162	301050
33	Thane ®	204	110550	277	49600	271	165401	567	956200
34	Palghar	243	275000	9	3500	210	153900	1077	1741500
35	Nagpur city	2433	2430000	0	0	1680	99400	21718	41637200
36	Pune city	6274	6274000	51	10200	54	71000	10841	20799600
37	Thane city	2745	3510450	0	0	54	13800	14586	45683600
38	Mumbai city	10067	2787000	523	31800	777098	117056000	11711	26969800
39	Nasik city	78	78000	0	0	22	22000	624	901600
40	Aurangabad city	387	544000	0	0	120	96400	1177	2717100
41	Solapur city	291	291000	0	0	10	10000	333	427200
42	Navi Mumbai	539	597400	10979	2451300	1796	508100	2949	3503100
43	Amaravati city	94	92000	0	0	4	5000	42	14300
44	Pimpari chinchwad	824	970400	0	0	0	0	311	0
45	**Highway Police**	**1464**	**1154100**	**2242**	**456900**	**1579**	**1444500**	**394**	**85400**
GRAND TOTAL		**28020**	**20630300**	**15042**	**3129700**	**784913**	**121145101**	**85800**	**159261900**

MAHARASHTRA STATE CASES & FINE INFORMATION - 2018

Sr. No.	DISTRICTS	NO PARKING	FINE RECOVERED	OVER LOAD	FINE RECOVERED	WITHOUT TAIL / BRAKE LIGHT	FINE RECOVERED	WITHOUT SEATBELTS	FINE RECOVERED
		9	10	11	12	13	14	15	16
1	Akola	12439	2484800	86	15100	35	32400	3613	725300
2	Amaravati ®	2045	412600	286	47600	5	1000	2900	579400
3	Buldhana	9716	1929700	0	0	86	17200	3074	647100
4	Yavatmal	5815	1080000	5	75700	75	6200	2725	1011100
5	Washim	3142	600500	11	1200	0	0	3467	665600
6	Aurangabad ®	3230	639200	37	834520	26	4800	8071	1665200
7	Jalna	2978	598300	0	0	0	0	3091	619200
8	Beed	4544	943900	0	0	0	0	858	173200
9	Osmanabad	11	2400	88	17600	0	0	1408	282800
10	Nanded	3023	656400	199	403400	0	0	341	70100
11	Latur	7014	851900	0	0	0	0	350	70000
12	Parbhani	0	0	230	47500	0	0	904	181000
13	Hingoli	1952	390400	0	0	0	0	104	20800
14	Kolhapur	27789	5558020	141	28200	11	2200	2573	517100
15	Pune ®	6644	1377900	0	0	1	200	8501	1756600
16	Sangli	8640	1806700	2505	515300	33	6400	5205	1047500
17	Satara	13527	2702000	0	0	357	55200	13772	2732400
18	Solapur ®	4374	874800	17	400	6	1200	15467	3093400
19	Bhandara	1396	277600	0	0	23	4600	2113	421000
20	Chandrapur	3578	718400	9	65500	166	43100	11791	2358600
21	Gadchiroli	1166	235500	1803	371300	0	0	611	126500
22	Gondiya	263	52600	0	0	61	12200	3385	677000
23	Nagpur ®	12983	2596600	0	0	374	74800	15751	3189000
24	Wardha	7978	2415600	110	22000	0	0	260	50800
25	Ahmednagar	5267	1019200	486	117700	645	117800	15668	3006000
26	Dhule	2526	495200	0	0	23	4600	2493	498600
27	Jalgaon	363	69200	0	0	0	0	19151	3793800
28	Nasik ®	6212	1242400	0	0	3170	634000	11375	2275000
29	Nandurbar	168	33600	201	41400	62	13000	2046	409000
30	Raigad	748	149600	14	109300	52	10400	6216	1147800
31	Ratnagiri	4865	977100	0	0	0	0	1410	281300
32	Sindhudurg	9	1800	9	5400	1	200	4270	855400
33	Thane ®	21294	4227300	143	28600	268	83900	1278	231400
34	Palghar	907	169400	1	200	109	71500	1618	314200
35	Nagpur city	32301	6911300	4	5600	8	2200	9036	1529000
36	Pune city	231201	47660200	245	49000	707	155000	50119	10080800
37	Thane city	85184	23801500	0	0	724	644050	21339	4328000
38	Mumbai city	1236275	96614700	26250	3692600	162	103000	17970	1204400
39	Nasik city	49538	9907600	4613	922600	0	0	20831	4166200
40	Aurangabad city	13012	2821400	0	0	8	2600	9812	1986800
41	Solapur city	33335	6667000	134	26800	0	0	3644	736000
42	Navi Mumbai	17485	2873500	0	0	1009	965700	29022	5627240
43	Amaravati city	12403	2480200	589	117200	0	0	78	15000
44	Pimpari chinchwad	17043	3356400	2	400	0	0	1675	328100
45	**Highway Police**	**6689**	**1338500**	**0**	**0**	**6061**	**1242600**	**181201**	**36181800**
GRAND TOTAL		**1921072**	**242022920**	**38218**	**7562120**	**14268**	**4312050**	**520587**	**101676540**

MAHARASHTRA STATE CASES & FINE INFORMATION - 2018

Sr. No.	DISTRICTS	WITHOUT HELMET	FINE RECOVERED	IMPROPER NUMBER PLATE	FINE RECOVERED	DARK GLASS	FINE RECOVERED	MARATHI NUMBER PLATE	FINE RECOVERED
		17	18	19	20	21	22	23	24
1	Akola	29	10700	21	5100	205	95000	0	0
2	Amaravati ®	135	66300	86	21200	64	12800	1	1000
3	Buldhana	1191	265800	2525	468000	245	46600	0	0
4	Yavatmal	370	176200	3514	844800	148	30700	137	129400
5	Washim	413	71000	698	128700	1	200	0	0
6	Aurangabad ®	259	58300	45	14100	408	81200	0	0
7	Jalna	0	0	287	57800	0	0	0	0
8	Beed	1445	713700	478	128200	234	47000	0	0
9	Osmanabad	186	93600	171	36800	13	2800	0	0
10	Nanded	12	2400	805	161000	22	4400	0	0
11	Latur	26	13000	0	0	44	14300	0	0
12	Parbhani	77	40600	493	101600	2	400	0	0
13	Hingoli	1	200	3	600	0	0	7	7000
14	Kolhapur	233	98800	6595	1347500	99	19800	108	25500
15	Pune ®	1116	520000	480	113000	516	103400	0	0
16	Sangli	375	194100	2120	471900	224	50600	137	111800
17	Satara	2418	344900	6134	1225900	1178	238600	17	6600
18	Solapur ®	1167	583500	0	0	114	22800	13	2600
19	Bhandara	1468	734000	472	94400	41	8200	51	11800
20	Chandrapur	3566	1677900	3988	812400	935	187200	0	0
21	Gadchiroli	61	23500	128	33400	2	400	15	38200
22	Gondiya	3522	1761000	811	162000	35	7000	0	0
23	Nagpur ®	339	152100	554	107000	502	100400	0	0
24	Wardha	1851	830100	361	73900	30	6000	0	0
25	Ahmednagar	4290	12572000	3033	609400	652	116000	177	37000
26	Dhule	34	17000	88	20000	0	0	0	0
27	Jalgaon	776	131900	1937	326349	137	27200	0	0
28	Nasik ®	1057	528500	0	0	3166	778000	2539	507800
29	Nandurbar	76	27800	19	3800	115	24700	0	0
30	Raigad	1766	883000	9	9000	186	33600	0	0
31	Ratnagiri	2440	1232200	1791	377200	124	25400	0	0
32	Sindhudurg	40	9700	245	53300	979	196200	0	0
33	Thane ®	4759	1135900	76	15300	63	10800	0	0
34	Palghar	1312	478100	50	43000	51	15600	722	133400
35	Nagpur city	61798	21134200	825	472800	2182	376800	0	0
36	Pune city	80033	39515000	29855	5251000	38646	7729200	0	0
37	Thane city	10944	5360500	8543	1729500	15077	3049100	199	60400
38	Mumbai city	121129	10215000	9305	572600	2530	135600	2772	295000
39	Nasik city	21342	10671000	1359	271800	866	173200	0	0
40	Aurangabad city	10230	5215900	1257	288400	571	115800	0	0
41	Solapur city	67	33500	18	18000	264	50500	0	0
42	Navi Mumbai	14403	5403030	3848	764600	2696	539400	389	82600
43	Amaravati city	0	0	305	113200	20	4000	0	0
44	Pimpari chinchwad	922	484500	179	181000	360	72600	0	0
45	**Highway Police**	**2875**	**1389300**	1014	202800	**8773**	**1753400**	**257**	**53000**
GRAND TOTAL		**360553**	**124869730**	**94525**	**17732349**	**82520**	**16306900**	**7541**	**1503100**

MAHARASHTRA STATE CASES & FINE INFORMATION - 2018

Sr. No.	DISTRICTS	Wrong side Driving	FINE RECOVERED	USING MOBILE WHILE DRIVING	FINE RECOVERED	SIGNAL JUMPING	FINE RECOVERED	Lane Cutting	FINE RECOVERED
		25	26	27	28	29	30	31	32
1	Akola	0	0	2346	468800	702	140400	0	0
2	Amaravati ®	753	150600	393	76800	100	20000	1	200
3	Buldhana	27	5400	363	85800	0	0	0	0
4	Yavatmal	7527	1524300	4431	982400	6833	1400900	0	0
5	Washim	0	0	21	4200	0	0	0	0
6	Aurangabad ®	10	1900	238	47300	0	0	20	3200
7	Jalna	0	0	0	0	0	0	0	0
8	Beed	143	28600	959	192800	14	3600	17	3400
9	Osmanabad	285	57200	533	107900	144	29200	0	0
10	Nanded	258	80400	1224	277200	472	90800	36	7200
11	Latur	3279	402000	2376	284600	4136	500000	0	0
12	Parbhani	4018	803900	333	67400	0	0	0	0
13	Hingoli	0	0	105	21000	752	164800	0	0
14	Kolhapur	1281	257000	7858	1585500	7296	1456000	291	60800
15	Pune ®	5534	1124200	3340	702900	0	0	4742	1022800
16	Sangli	472	94600	2613	531300	1544	305800	265	53000
17	Satara	1642	329400	5942	1004500	4309	822800	1456	291000
18	Solapur ®	1577	315400	7169	1433800	0	0	1516	303200
19	Bhandara	231	46200	124	24800	0	0	188	37600
20	Chandrapur	4758	953800	77	24800	7947	2896000	0	0
21	Gadchiroli	0	0	0	0	0	0	0	0
22	Gondiya	511	102200	331	66200	225	45000	0	0
23	Nagpur ®	0	0	705	141300	442	88400	0	0
24	Wardha	1395	182900	61	56600	0	0	0	0
25	Ahmednagar	4162	811900	2201	447100	0	0	165	33000
26	Dhule	1706	341400	779	156100	0	0	0	0
27	Jalgaon	0	0	2959	580600	9929	1978600	0	0
28	Nasik ®	5932	1186400	2665	533000	0	0	0	0
29	Nandurbar	1649	329800	319	63800	1169	269900	71	14200
30	Raigad	0	0	3201	592600	210	42000	160	32000
31	Ratnagiri	8043	1617200	468	94400	881	180000	0	0
32	Sindhudurg	441	89100	1305	263300	22	5700	70	14000
33	Thane ®	1248	230800	1068	191600	9037	1624400	84	19400
34	Palghar	2004	382600	2754	529700	3748	723200	0	0
35	Nagpur city	24969	3972200	9016	1490600	20842	3719200	3	600
36	Pune city	60334	12066800	54129	9726000	160861	32171900	657	131400
37	Thane city	39616	8483000	11579	2431600	20620	4169100	8013	1651400
38	Mumbai city	22752	1282600	26237	1546400	120700	7006000	15107	1064400
39	Nasik city	3865	773000	2728	545600	7962	1592400	0	0
40	Aurangabad city	30905	6897400	1939	424700	4	800	42	8400
41	Solapur city	0	0	9350	1870000	9379	1875800	0	0
42	Navi Mumbai	2906	589800	19977	4154490	24629	5017840	178	79200
43	Amaravati city	606	116000	2356	434600	349	62200	410	80600
44	Pimpari chinchwad	19328	6841800	8317	4735900	8359	1479400	23	4600
45	**Highway Police**	**1199**	**239800**	**8822**	**1766300**	**124**	**25000**	**229704**	**45963160**
GRAND TOTAL		**265366**	**52711600**	**213711**	**40766290**	**433741**	**69907140**	**263219**	**50878760**

MAHARASHTRA STATE CASES & FINE INFORMATION - 2018

Sr. No.	DISTRICTS	Honking	FINE RECOVERED	Reverse Horn	FINE RECOVERED	Jay Walking	FINE RECOVERED	Other Cases	FINE RECOVERED
		33	34	35	36	37	38	39	40
1	Akola	0	0	0	0	0	0	62104	15022250
2	Amaravati ®	0	0	0	0	0	0	47964	11527600
3	Buldhana	0	0	0	0	0	0	68854	12528340
4	Yavatmal	4	800	0	0	0	0	73427	23797700
5	Washim	0	0	0	0	0	0	20513	4798500
6	Aurangabad ®	2	1000	0	0	0	0	9146	2096800
7	Jalna	0	0	0	0	0	0	10473	2343100
8	Beed	12	2400	0	0	0	0	20599	8290120
9	Osmanabad	0	0	25	5000	0	0	27300	5794718
10	Nanded	0	0	0	0	0	0	37439	9904012
11	Latur	0	0	0	0	0	0	27186	3967800
12	Parbhani	0	0	0	0	0	0	17903	3958500
13	Hingoli	0	0	0	0	0	0	10958	3989580
14	Kolhapur	500	146500	18	8700	0	0	68866	14433700
15	Pune ®	0	0	0	0	0	0	57597	14690180
16	Sangli	121	58700	0	0	16	3200	61781	15643250
17	Satara	47	24600	0	0	0	0	116504	26616700
18	Solapur ®	65	32200	0	0	0	0	71568	14431100
19	Bhandara	0	0	11	2200	0	0	36166	7693400
20	Chandrapur	418	91800	0	0	0	0	73906	15784500
21	Gadchiroli	0	0	0	0	0	0	9496	2630830
22	Gondiya	0	0	0	0	0	0	13702	2580300
23	Nagpur ®	0	0	0	0	0	0	17549	8901400
24	Wardha	3	4700	0	0	0	0	30323	6597600
25	Ahmednagar	0	0	0	0	0	0	52293	14473100
26	Dhule	0	0	0	0	0	0	20250	4668410
27	Jalgaon	0	0	0	0	0	0	59881	11695397
28	Nasik ®	0	0	0	0	0	0	14000	2611700
29	Nandurbar	1	200	0	0	0	0	6958	1432200
30	Raigad	0	0	0	0	0	0	43451	9332900
31	Ratnagiri	0	0	0	0	0	0	25470	6176350
32	Sindhudurg	0	0	0	0	0	0	29007	6020611
33	Thane ®	6	3200	0	0	0	0	30044	7732134
34	Palghar	0	0	0	0	0	0	56481	20845730
35	Nagpur city	104	77100	1	1000	0	0	485885	74944500
36	Pune city	2402	1167700	0	0	0	0	1151292	253861300
37	Thane city	533	118050	0	0	0	0	448070	65431150
38	Mumbai city	140	10800	0	0	0	0	1237294	74740401
39	Nasik city	0	0	0	0	0	0	102221	21492100
40	Aurangabad city	0	0	0	0	0	0	38133	10940850
41	Solapur city	0	0	0	0	0	0	31815	7697650
42	Navi Mumbai	61	13400	0	0	3177	492300	273736	54132890
43	Amaravati city	23	5800	0	0	0	0	22246	4904950
44	Pimpari chinchwad	7	4700	0	0	0	0	53123	21556325
45	**Highway Police**	**145**	**29000**	**0**	**0**	**302**	**64900**	**347867**	**70992744**
GRAND TOTAL		**4594**	**1792650**	**55**	**16900**	**3495**	**560400**	**5520841**	**983705372**

MAHARASHTRA STATE CASES & FINE INFORMATION - 2018

Sr. No.	DISTRICTS	ILLICIT CASES	FINE RECOVERED	TOTAL NO.OF CASES	TOTAL FINE RECOVERED
		41	42	43	44
1	Akola	4000	3300550	**85627**	**22301800**
2	Amaravati ®	1524	1987200	**56801**	**15019300**
3	Buldhana	5471	531700	**91710**	**16525640**
4	Yavatmal	6926	102200	**114636**	**32694600**
5	Washim	4621	331500	**32934**	**6610400**
6	Aurangabad ®	1564	2785400	**23233**	**8232920**
7	Jalna	354	577200	**17183**	**4195600**
8	Beed	2468	4467900	**32356**	**15080520**
9	Osmanabad	740	404700	**30934**	**6864118**
10	Nanded	936	1461100	**45236**	**13566212**
11	Latur	4400	4740600	**48882**	**10855700**
12	Parbhani	837	1709600	**25073**	**7126800**
13	Hingoli	914	1780000	**14899**	**6388880**
14	Kolhapur	454	618300	**125644**	**27977020**
15	Pune ®	2868	3383600	**92672**	**25402380**
16	Sangli	951	1732000	**90658**	**27820850**
17	Satara	2370	4624400	**170342**	**41292500**
18	Solapur ®	2973	5968400	**107278**	**28033500**
19	Bhandara	1091	1323100	**43711**	**10754700**
20	Chandrapur	1038	1917800	**114411**	**27642600**
21	Gadchiroli	305	289800	**13826**	**3981380**
22	Gondiya	485	176800	**23364**	**5653800**
23	Nagpur ®	6047	9557500	**57936**	**25064100**
24	Wardha	820	85400	**43709**	**10364200**
25	Ahmednagar	2332	3371300	**92903**	**38436200**
26	Dhule	710	679680	**28723**	**7014290**
27	Jalgaon	2307	119500	**97917**	**19022346**
28	Nasik ®	2449	759450	**53151**	**11571350**
29	Nandurbar	147	90200	**13150**	**2825600**
30	Raigad	87	119100	**57912**	**14173500**
31	Ratnagiri	345	447700	**46088**	**11659250**
32	Sindhudurg	13	23600	**36617**	**7871561**
33	Thane ®	338	519000	**71025**	**17335485**
34	Palghar	1363	3739400	**72659**	**29619930**
35	Nagpur city	615	0	**673420**	**158803700**
36	Pune city	1240	2165100	**1878941**	**448885200**
37	Thane city	455	368300	**688281**	**170833500**
38	Mumbai city	288	507250	**3638310**	**345835351**
39	Nasik city	1485	2851550	**217534**	**54368650**
40	Aurangabad city	125	293600	**107722**	**32354150**
41	Solapur city	171	574500	**88811**	**20277950**
42	Navi Mumbai	1114	1290900	**410893**	**89086790**
43	Amaravati city	71	107700	**39596**	**8552750**
44	Pimpari chinchwad	205	100180	**110678**	**40116305**
45	**Highway Police**	**21**	**6400**	**800733**	**164389604**
GRAND TOTAL		**70038**	**71991160**	**10728119**	**2092482982**

MAHARASHTRA STATE CASES & FINE INFORMATION - 2018

SR. NO.	TRAFFIC VIOLATION REASONS	NO. OF CASES	FINE RECOVERED(IN INR)
1	DANGEROUS DRIVING	28,020	2,06,30,300
2	OVER TAKING	15,042	31,29,700
3	EXCESS SPEED	7,84,913	12,11,45,101
4	DRUNKEN DRIVE	85,800	15,92,61,900
5	NO PARKING	19,21,072	24,20,22,920
6	OVER LOAD	38,218	75,62,120
7	WITHOUT TAIL / BRAKE LIGHT	14,268	43,12,050
8	WITHOUT SEATBELTS	5,20,587	10,16,76,540
9	WITHOUT HELMET	3,60,553	12,48,69,730
10	IMPROPER NUMBER PLATE	94,525	1,77,32,349
11	DARK GLASS	82,520	1,63,06,900
12	MARATHI NUMBER PLATE	7,541	15,03,100
13	WRONG SIDE DRIVING	2,65,366	5,27,11,600
14	USING MOBILE WHILE DRIVING	2,13,711	4,07,66,290
15	SIGNAL JUMPING	4,33,741	6,99,07,140
16	LANE CUTTING	2,63,219	5,08,78,760
17	HONKING	4,594	17,92,650
18	REVERSE HORN	55	16,900
19	JAY WALKING	3,495	5,60,400
20	OTHER CASES	55,20,841	98,37,05,372
21	CLANDESTINE OPERATION	70,038	7,19,91,160
TOTAL		**10728119**	**2092482982**