



ROAD ACCIDENTS IN HIMACHAL 2023

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DEPARTMENT OF TRANSPORT

ROAD ACCIDENTS IN HIMACHAL - 2023



**GOVERNMENT OF HIMACHAL PRADESH
LEAD AGENCY / ROAD SAFETY CELL
DEPARTMENT OF TRANSPORT**

www.roadsafety.hp.gov.in



Mukesh Agnihotri
Deputy Chief Minister/ Transport Minister
Government of Himachal Pradesh.

MESSAGE

Road accidents are the leading cause of death globally and the principal cause of death in the age group of 18 to 45 years. Every year approximately 1.5 lakhs lives are cut short in India as a result of a road accidents. Unfortunately, more than 90 percent of road accidents occur due to human error.

In the year 2023, Himachal registered 2253 road accidents in which 889 valuable lives were lost. Which translate on an average to more than 6 road accidents, in which 2 people die and 9 people are injured every day in the State. The road accident scenario with respect to the State of Himachal indicate that 72 % of road accident and 77 % of road accident deaths occur in the rural areas. The worst affected age group in Road accidents is 18- 45 years, which accounts for about 69.6 % of total accidental deaths. It is because of these reasons the issue of road safety becomes even more important for the State of Himachal Pradesh.

Himachal Pradesh is having road networks of 41,203 kms. has witnessed around 6% rate of motorization year on year basis and growing urbanization fuelled by high rate of economic growth have compounded the problem of road accidents. Road traffic accidents are amenable to remedial actions and the Department of Transport along with the synergic effort from the stakeholder department has been implementing a multi-pronged road safety strategy based on 5-Es- namely Education, Engineering, Enforcement, Emergency Care and Empathy. The strategy under implementation has been able to achieve substantial progress with the state being able to reduce the road accidents by 13.2% and road accident deaths/ fatalities by 13.8% in the year 2023 as compared to the year 2022.

But the job is only half done. We have to continuously make efforts to achieve the road safety target set by us i.e 10% reduction in road accidents and 10% reduction in road accidents deaths/ fatalities on year on year basis. It is with the aim to achieve this target, that the State has implemented the amended Motor Vehicles Act (MVA). Further, road safety funds to the tune of Rs. 16.20 crores have been given in the last two years for the procurement of enforcement equipment for the Police and Transport Departments.

The identification of Black Spots has been a critical intervention. Road safety funds to the tune of Rs. 14. 67 crores have been given in the last two year to plan out rectification of these black spots. Other initiatives such as the Driving Testing Track and Traffic Park being constructed in the State will reduce the human intervention while issuing the driving license to the applicants. This is important considering the fact that 90 % of road accidents occur due to "Human Fault". State is also implementing Integrated Road Accidents (iRAD)/ electronic- Detailed Accidents Report (e-DAR) projects to provide a real time data and analysis. In line with other best practices, schemes to set up automated vehicles inspection centres are being set up in the State by Government and in collaboration with the private players.

Publicity and awareness campaign to ensure road safety at the grassroots level i.e schools and colleges is also being done.

I hope that the data on different facets of road accidents and analysis contained in **"Road Accidents in Himachal-2023"** will be useful to policy makers as well as for other stakeholders in State of Himachal. I would like to extend my gratitude to the officials of the Transport Department & Road Safety Cell who have provided detailed analysis and for their continuous efforts in bringing out this publication on time.

Mukesh Agnihotri



MESSAGE

"Road Safety" is one of the biggest public health issues throughout the country and in the State of Himachal Pradesh. Around 1.5 lakhs lives are lost throughout India and 889 lives are lost in the State of Himachal Pradesh, annually because of road accidents, and the clock is ticking constantly.

Road safety cannot be undermined, if we want to achieve goals of sustainable development, prosperity and growth. Road Safety is imperative for a happy, healthy and prosperous life, of an individual as well as that of the nation. Road accident is a concern for all types of road users—pedestrians, motorcyclists, motorists etc., as well as unauthorized road side vendors and other encroachers. Road accidents are one of the leading causes of disabilities and hospitalizations with severe socioeconomic costs across the India and in Himachal Pradesh.

As per the "**Road Accidents in Himachal- 2023**", there were 2253 unfortunate incidences of road accidents claiming 889 lives and caused injuries to 3304 persons. 90% of these road accidents are due to human fault be it over speeding, driving on the wrong side or drunken driving etc.

However, Government of Himachal is committed to bring down road accident and fatalities caused by road accidents by 10% every year. The state has also been able to achieve its targets in the year 2023, when as compared to the year 2022 the road accidents reduced by 13.2% and accident related deaths/ fatalities reduced by 13.8%.

As the road accidents are multi-causal which requires multi-pronged measures to mitigate the problems through concerted efforts of all the stakeholder departments, civil society, private sector and every individual. The Department of Transport, along with various other related organizations as well as stakeholders has formulated a multi-pronged strategy to address the issue of road safety based on "5-E" approach- Education, Engineering (both of roads and vehicles), Enforcement, Emergency Care and Empathy.

In this direction the Departments are trying to create awareness on road safety among youths through road safety clubs at the schools, college, ITIs and Universities. The Department of Transport is also publicizing rights of Good Samaritan so that people are encouraged to act as Good Samaritans. To strengthen the system of driver licensing and training to improve the competence and capability of drivers first "Driving Testing Track and Traffic Park" is being constructed in the State to reduce human intervention during driving test. Department is also creating awareness on "Compensation to the Victim of Hit & Run scheme 2022".

Himachal has also implemented Motor Vehicles (Amendment) Act, 2019, expected to bring reforms in enforcement of Road Safety norms. Integrated Road Accident Database (iRAD)/ eDAR e-Detailed Accidents Report system is also being used for making road accident related data entries and analysis of road accidents data to enhance road safety in the State.

For bringing out another successful edition of "**Road Accidents in Himachal- 2023**" I congratulate Additional Chief Secretary Transport, Director Transport and the officials of Road Safety Cell. I am hopeful that this document would be useful to administrators, policy makers, civil society organizations as well as researchers and other stakeholders involved in the area of road safety. The purpose of this publication is to present an in-depth analysis and overview of the road accidents in the State of Himachal Pradesh. The data and analysis on road accidents contained in this edition will help create awareness, formulate suitable policy, take effective measures and also assist in informed decision making in the area of road safety.

Prabodh Sexena, IAS



R.D. Nazeem, IAS
Addl. Chief Secretary Transport
Government of Himachal Pradesh.

MESSAGE

The yearly publication on "**Road Accidents in Himachal- 2023**" has presented the reality that road safety demands more attention and collective action. It is imperative that we come together to tackle this grave issue and ensure the safety of every individual on our roads. It is indeed a matter of satisfaction that due to continuous efforts of all the stakeholder departments towards creating road safety awareness it is the 2nd year in the row that road accident fatalities have reduced in the State of Himachal Pradesh. In this regard Himachal is committed to reducing road accident and road accident fatalities by 10 % every year.

As a responsible welfare State, it is our duty to address the underlying causes of Road accident and work relentlessly towards creating a safer road environment. Over-Speeding, drunken driving, non- adherence to traffic rules, inadequate road infrastructure and enforcement mechanisms are some of the critical areas that demand immediate attention. Through a multi- pronged approach, we must strive to address these challenges effectively.

Department of Transport, along with the State Police are committed to implementing robust measures to curb road accidents. We are working tirelessly to improve road infrastructure, enhance road safety education, and strengthen enforcement mechanisms across the country. Our focus is on creating safer roads, ensuring better traffic management and fostering a culture of responsible driving.


However, the responsibility to make our roads safer does not solely rest with the government or the concerned authorities. It is a shared responsibility that extends to each and every citizen. I urge you all to prioritize road safety and be proactive in promoting responsible driving habits within your communities and families.

Let us raise awareness about the importance of adhering to traffic rules, using safety equipment such as seat belts and helmets (including by the pillion riders) and avoiding dangerous driving practices. Educating our youth and instilling road safety values from a young age will go a long way in preventing accidents and creating a safer road environment. It is with this aim that chapters on road safety is being taught from class 6 till 10th and would be shortly included in the study curriculum of class XI and XII of all the Himachal Board affiliated schools.

I also appeal to the civil society organizations and the private sector to actively collaborate with the government in our efforts to curb road accidents. By working together, we can amplify our impact and bring about tangible change in road safety.

Let us remember that the cost of road accidents is borne not only by the victims and their family, but the economy as a whole in terms of untimely deaths, injuries, disabilities and loss of potential income. By preventing road accidents, we not only save lives but also contribute to the overall well- being and progress of our nation.

I call upon each one of you to join hands with us in our mission to make our roads safer. Let us drive with more responsibility, follow traffic rules and prioritize the safety for ourselves and for others as well.


R.D. Nazeem, IAS



D. C. Negi, IAS
Director Transport
Government of Himachal Pradesh.

MESSAGE

The publication on **"Road Accident in Himachal - 2023"** presents a comprehensive analysis of the road accidents in the State of Himachal Pradesh in the year 2023. This publication brings in focus the significance of addressing road safety and the need to reduce the number of road accidents in the State. Road accidents not only lead to loss of lives and cause immense pain and suffering to the victims and their families, but also adversely affect the GDP growth of the State and the country as the whole. Therefore, it is crucial to develop a deeper understanding of the factors contributing to these road accidents in order to implement effective measures and strategies for its reduction.

Department of Transport in the synergy with the stakeholder departments are making efforts towards road safety and working towards various aspects of road safety such as driver's behaviour, safer road infrastructure, better enforcement of traffic regulations, and the role of technology in accident prevention. The road accidents are multi-causal which require concerted efforts of all agencies of State Government. In this regard the multi- sectorial Road Safety Action Plan based on Education, Engineering (roads), Enforcement, Emergency Care and Empathy was also prepared. Road Safety Funds were also distributed to the stakeholder departments for the achievement of targets set out in the action plan.

The publication of **"Road Accident in Himachal - 2023"** will serve as a valuable resource for researchers, and stakeholders involved in road safety. It provides detailed insights into the various aspects of road accidents, including their causes, locations, and impact on different categories of road users. Through this publication, we aim to raise awareness about the road accident situation in Himachal and foster a culture of road safety among all stakeholders and among the public at large.

The publication is the result of extensive collaboration with various departments and organizations involved in road safety at the state and local level. I express my sincere gratitude to all those who have contributed to this endeavour and specially my team in Lead Agency, Road Safety Cell, Department of Transport for its diligent efforts.

I extend my best wishes to the whole team of Road Safety Cell, Lead Agency, Himachal Pradesh and hope that it will help us move to the safer roads in the State.


D. C. Negi, IAS



Suri Dass Negi, HAS
Additional Commissioner Transport,
Road Safety Cell, Lead Agency
Government of Himachal Pradesh.

MESSAGE

It is with great concern that today with the rising motorization and expanding road network in the state, the travel risk has grown at a much faster rate. Road accidents impacts population on the wide latitude- affecting both rich and particularly those with low incomes. Although various road safety initiatives were undertaken for road safety improvement, but still overall situation demands our undivided attention and utmost priority to safeguard the precious human life and injuries due to road accidents.

The publication of “**Road Accidents in Himachal - 2023**” report is to presents a comprehensive analysis and overview of the road accidents in the State of Himachal Pradesh. The data and analysis on road accidents contained in this volume will help to create awareness, formulate suitable policy, take effective measures and also assist in informed decision making in the area of road safety. Success of road safety initiatives requires active cooperation and participation of all the stakeholders.

I hope the data on road accidents and the basic analysis contained in this report will be useful in analysis of road safety issues leading to appropriate policy interventions to achieve reduction in road accidents and resultant fatalities in the State.

I convey my thanks and deep appreciation towards the stakeholder departments each contributing with best of their efforts and commitment. I also express my gratitude to my seniors and to my colleagues, officers and staff of Lead Agency, Road Safety Cell, Department of Transport, who have worked tirelessly in improving and completing this document. I also hope this document would be useful to administrators, policy makers, civil society organizations as well as researchers and other stakeholders involved in the area of road safety and working on this noble cause of humanity.

Suri Dass Negi, HAS

PREFACE

Road Safety Cell of Department of Transport, Govt. of Himachal is entrusted with the responsibility of bringing out the annual publication of **“Road Accidents in Himachal”**. The publication presents information on various aspects of road accidents in the State of Himachal Pradesh during the calendar year. The information is collected from the stakeholder departments.

The present issue of **“Road Accident in Himachal- 2023”** provides data/information on various facets of road accidents in the state during the calendar year 2023 and its comparison with the pervious years. The publication contains in-depth analysis in addition to basic data and tables. The document is divided into seven sections, taken together which covers almost all aspects of road accident namely, road accidents trends, information relating to road accidents, its fatalities & causes, performance of various districts as well as various initiatives taken by the Government of Himachal Pradesh etc.

SECTION- 1 of the Report provides a brief profile of road accidents in State during 2023. **SECTION- 2** of the report details about parameters of road accidents and fatalities by category of roads. **SECTION- 3** of the report gives insight about the various causes of road accidents in Himachal Pradesh in detail. **SECTION- 4** of the report profiles road accidents fatalities in State. **SECTION- 5** of the report elaborates on spatial & inter- temporal distribution of road accidents. **SECTION- 6** of the report elaborates on the inter-District comparison of accidents parameters and the temporal distribution of accidents in the districts. **SECTION- 7** of the report details the initiatives taken by the Department of Transport and various stakeholder departments of the Government of Himachal Pradesh to implement a multi-pronged road safety strategy based on Education, Engineering, Enforcement, Emergency care and Empathy.

Himachal Pradesh was among the few States in India to have witnessed a decrease in road accidents, road accidents deaths/ fatalities and related injuries in the year 2023. All the three indicators of road accidents have seen reduction in 2023 as compared to the year 2022. The road accidents have reduced by 13.2%, road accident deaths/ fatalities have reduced by 13.8% and injuries by 18.7%. Highlighting the fact, that the State has achieved its target of reducing the road accidents and related deaths by 10% on the yearly basis. The **“Road Accident in Himachal - 2023”** reveals that there were 2253 unfortunate incidences of road accidents during 2023 which claimed 889 lives and caused injuries to 3304 persons. Around 69.6% of the road accident deaths were in the age group of 18 to 45 years.

The road accident report for the year 2023, among other analysis has also highlighted the fact that over the year the State has been witnessing an increase in motorization, resulting in more road accidents on the newly constructed 4 lane highways and in its urban areas.

This report is a joint endeavour of officers & staff of Road Safety Cell, Lead Agency, Department of Transport, who have worked tirelessly in improving and completing this document. I wish to record my deep appreciation towards the stakeholder departments, each contributing with best of their efforts and commitment. I am especially thankful to the Police Department who have provided data/ information as per prescribed format.

Finally, I wish to record my deep appreciation for the support, encouragement and cooperation provided by my seniors, my colleagues and my family. I hope this document would be useful for policy makers, scholars, academia, civil society organizations and society at large. It is our continuous endeavour to improve the quality of road accidents report. We look forward to any suggestions in improving this document.



Dushyant Sarpal, H.P.S

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02	TWO	Accidents & Fatalities by Road Category
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EXECUTIVE SUMMARY

The present volume of Road Accident in Himachal-2023 provides information on various facets of road accidents in the State of Himachal during the calendar year 2023. It has seven chapters, covering information relating to road accidents in the context of road length, and vehicular population in the

State of Himachal. The data/information provided in this report- is sourced from Police Department of state of Himachal, Economic survey of Govt. of Himachal for the year 2023-2024 and Road Safety Cell, Lead Agency of Directorate of Transport Govt. of Himachal.

SECTION- 1

Provides the **“Detailed profile-of Road accidents in Himachal during the calendar year 2023”**. The selected parameters of road accidents like number of accidents, fatalities, fatal accidents, injuries etc. along with long term trend has

been examined in this chapter. A total of 2253 road accidents have been reported by the Police Department in the State of Himachal, claiming 889 lives and causing injury to 3304 persons.

SECTION- 2

“Profiled parameters of road accidents and fatalities by the category of roads”. During 2023, a total of 2253 accidents were recorded in the country of which 1074 (47.7%) took place on the National Highways (NH) including 4- lane highways under NHAI, 419 (18.6%) on State Highways (SH) and remaining 760

(33.7%) on Other Roads. Out of the total 2253 accidents 727(32.3%) were reported to be fatal accidents in the year 2023. Out of the total of 727 fatal accidents 305 (41.9%) were on National Highways, 147 (20.2%) were on State Highways and 275 (37.8%) were on Other Roads.

SECTION- 3

Provides details on the **“Causes of Road Accidents”** in Himachal Road, accidents are multi-causal and are often the result of interplay of various factors like :-
(1) Human Error
(2) Road Environment
(3) Vehicular Condition.

In 2023, under the category of Human Error (Traffic Rule Violations) Over

Speeding is a major killer, accounting of 355 fatalities, followed by Driving on the Wrong Side with 66 fatalities. This chapter also deals with the analysis of accidents based on the neighborhood, junctions etc. Further, the accidents are also analyzed on the basis of the age of the vehicle, load conditions etc.

SECTION- 4

The report, deals with **“Road Accident Fatality”** in the State during the year 2023. Following the accident trends of the previous years, the fatal road accidents victims largely consists of young people in the productive age of 18 to 45

years. 69.6% of the total road accident deaths/ fatalities consisted of the people in the age group of 18 to 45 years. Further, the chapter analyzed the Gender- Wise age profile of victims w.r.t the Drivers killed, passengers killed, pedestrians killed.

SECTION- 5

The report elaborates on the **“Spatial & Inter- Temporal distribution of road accident in the State”** of Himachal. In the year 2023, both road accident & related deaths/ fatalities are

more on rural areas than on urban areas. With 71.9% of road accidents and 77.7% of deaths/ fatalities in Rural areas & 28.1% of accidents and 22.3% of deaths/ fatalities on Urban areas.

SECTION- 6

Elaborates on the **“Inter- District Comparison”** of accident parameters. District wise distribution of number of accidents, fatalities & injuries has discussed in this chapter. In this years accident data book we have also tried to analyze the month wise trends of accidents

in the districts highlighting the specific months in the year when the District register the highest number of road accidents in their respective districts. It also includes number of challans done by Police & allocation of Road Safety Funds to various stakeholder Departments.

SECTION- 7

Details of the initiatives taken by Lead Agency Road Safety Cell of Government of Himachal, and other stake holder Departments to reduce road accidents.

The Lead agency has implemented a multi -pronged road safety strategy involving Police, Education, PWD, NHAI, BRO & Health Departments, to reduce

road accidents, road accident fatalities & injuries. The multi-pronged approach is based on **“5- E”** approach i.e

1. E- Enforcement,
2. E- Education,
3. E- Engineering,
4. E- Emergency care &
5. E- Empathy.



ROAD ACCIDENTS PROFILE AND TRENDS



SECTION - 1

ROAD ACCIDENTS – PROFILE AND TRENDS

Road transport is the most cost-effective modes of transportation in Himachal Pradesh, both for freight and passengers, keeping in views its level of penetration in populated area. Exposure to adverse traffic environment is high in Himachal because of the unprecedented rate of motorization and growing urbanization fuelled by high rate of economic growth. As a result, state is witnessing increasing incidents of road accidents, traffic injuries and fatalities.

Road accidents are one of the leading cause of death globally as well as in Himachal & one of the principal

cause of death in the group of 18 to 45 years. During the calendar year 2023, road crashes in Himachal Pradesh claimed about 889 lives and caused injuries to 3304 people. Road accidents being the result of inter-play of multiple factors, multipronged measures are needed to reduce the number of accidents and fatalities. Therefore, the Department of Transport is following the proactive policy approach towards road safety by having active participations from all the stakeholder departments' i.e Enforcement, Education, Road Owing Agencies, Health, members of civil society etc.

ROAD ACCIDENT-AN OVERVIEW

A total number of 2253 road accidents have been reported in State of Himachal during the calendar year 2023, claiming 889 lives and causing injuries to 2398 persons. The total number of road accident deaths in the State of Himachal have reduced from 1032 in 2022 to 889 in the year 2023.

The number of road accidents in 2023 has decreased by 13.24 % compared to previous year 2022. Similarly, the number of deaths and injuries on account of road accidents has decreased by 13.85 % and 18.68 % respectively. These figures translate, on

an average into approximately 6 accidents and around 2 deaths, 9 injuries every day due to road accidents in the State of Himachal Pradesh.

The state of Himachal Pradesh is divided into 3 Police Ranges i.e Shimla, Kangra and Mandi. These Police Ranges are further divided into 14 Police Districts namely- Shimla, Solan, Baddi, Sirmour and Kinnaur Districts in Shimla Range. Kangra, Nurpur, Una and Chamba Districts in Kangra Range. Mandi, Bilsapur, Hamirpur, Kullu and Lahul & Spiti Districts in Mandi Range.

Amongst the Districts, in the State-Shimla with 300 accidents (13.3%) recorded the highest number of accidents in the year 2023 followed by Kangra (294 i.e 13.04%), Mandi (284 i.e 12.6%) are the top three Districts in terms of number of road accidents. Top districts in terms of fatalities/ deaths due to road accidents are Shimla (132 i.e 14.8%), Mandi (104 i.e 11.7%) and Kangra (97 i.e 10.9%). The District wise details on road accidents are given at Chapter- 6 of this book.

An accident, which results in death of one or more person, is a fatal accident. Total number of fatal road accidents have reduced from 864 in

2022 to 727 in the year 2023, registering a decrease of around 15.8% corresponding to same period last year. Fatal accident constitutes 33.2% of total accidents in the year 2022 and 32.2% of the total accidents during the year 2023.

A road accident may cause loss of life/lives or grievous injury or minor injury or non-injury to road-users. Grievous injury accident is one in which one or more victims suffer serious injury requiring hospitalization (not necessarily in terms of IPC definition of grievous injury). Minor injury accident is when victim(s) does not require hospitalization.

PROFILE OF ROAD ACCIDENTS

Category wise distribution of road accidents and fatalities reveals that the National Highways with approximate length of 6.14% (i.e 2576 Kms.) of total road network/ length in the State of Himachal, accounted for 47.67% (1074 accidents) of total accidents & 41.05% (365 death) of fatalities in the year 2023.

While the number of accidents

on National Highways in the year 2022, were 1258 in which 443 persons killed, which in the year 2023 have reduced to 1074 in which 365 persons were killed. The accidents on National Highways have reduced by 14.6% and the fatalities due to accidents on National Highway have reduced by 17.6% in the year 2023 when compared to the year 2022.



TYPE OF ROAD ACCIDENTS

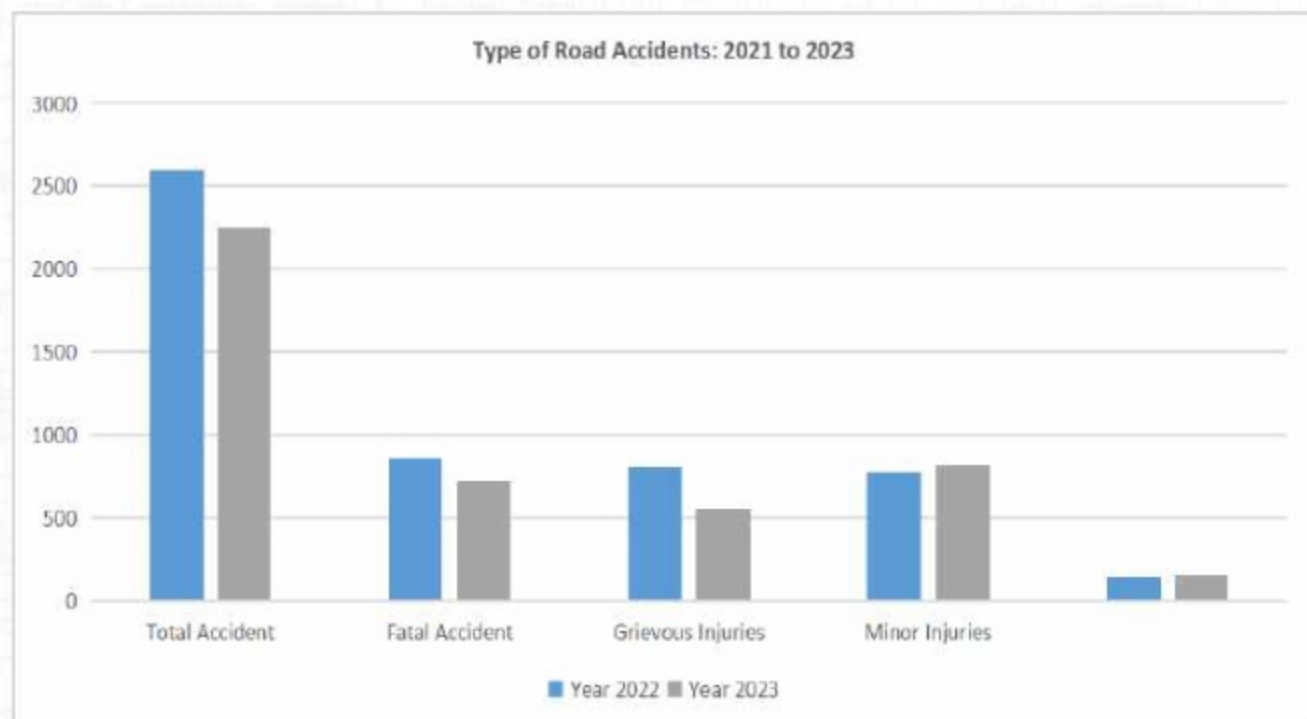
Road accidents can be fatal accidents, grievous injury accidents, minor injury accidents or non- injury accidents.

An accident which resulted in the death of one or more person is called a fatal accident. Grievous injury accident is one in which one or more victims suffer serious injury requiring hospitalization. Minor injury accident

is when victim does not require hospitalization.

During the year 2023, a total of 2253 accidents were recorded, of which 727 (32.2%) were fatal accidents, 1373 (60.9%) were injury (minor and grievous) causing accidents. Among the injury causing accidents 553 (40.2%) were grievous and 820 (59.7%) were minor injury causing accidents.

Year	Total Accident	Fatal Accident	Grievous Injuries causing Accident	Minor Injuries causing Accident	No Injuries
2022	2597	864	809	772	152
2023	2253	727	553	820	153



As compared to the year 2022 there is a decrease in the total number of fatal accidents and grievous accidents.

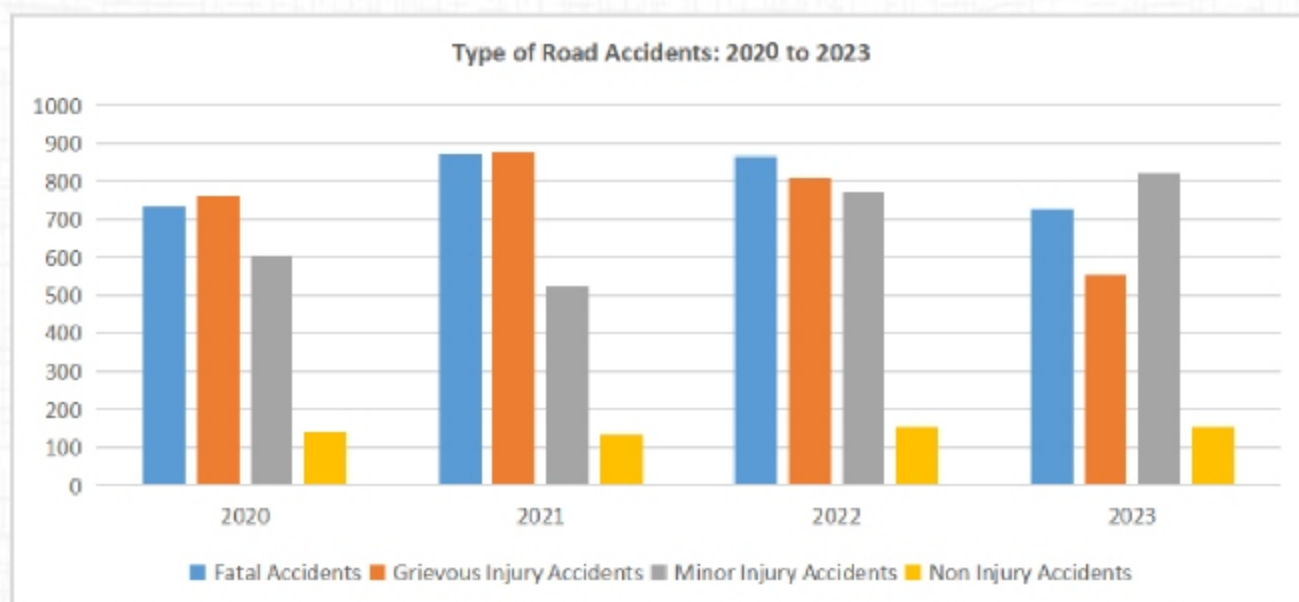
The fatal accidents were 864 in the year 2022, which have been reduced to 727 in the year 2023 registering a decrease of 15.8%. Grievous injury accidents in the year 2022 were 809

which were reduced to 553 in the year 2023 registering a decrease of 31.6%. The minor injury accidents have seen an increase in the year 2023 also.

In the year 2022 the minor injury accidents were 772 which in the year 2023 have increased to 820 registering an increase of 6.21%.

Type of Road Accident: 2020 to 2023

Type of Road Accident	2020	2021	2022	2023
Fatal Accidents	734	871	864	727
Grievous Injury Accidents	761	877	809	553
Minor Injury Accidents	605	524	772	820
Non Injury Accidents	139	132	152	153



NATURE OF ROAD ACCIDENTS

Nature of accident or collision type shows that the trends in the year 2023 are analogous to the trends observed year 2022.

“Run off Road” accounted for the largest share in total accidents death (198 deaths i.e 22.27%). Followed by Head on Collision (153 deaths i.e 17.21%), Hit from Back (125 deaths i.e 14%) Hit from Side and Hit and Run respectively.

Head on Collision accounted for the largest share of accidents (496 accidents i.e 22%) in total share of accidents, followed by Hit from Side (385 i.e 17%), Hit from Back (310 i.e 13.7%), Run off Road (302 i.e 13.4%) and Hit and Run (237 i.e 10.51%) respectively.

Compared to previous year, deaths due to Run off Road have reduced from 404 in the year 2022 to 198 in the year 2023 that is registering a decrease of almost 51%. However, deaths due to Head on collision and Hit and Run have increased marginally in

the year 2023 when compared to the year 2022. Deaths due to Head on Collision was 150 in the year 2022 which has increased to 153 in the year 2023. Similarly deaths due to Hit and Run was 74 in the year 2022 which has increased to 77 in the year 2023.

Provision has been made for giving enhanced compensation of Rs. 2, 00,000/- on the death & Rs. 50,000/- in case of grievous injury to the victim of Hit & Run under the Compensation to the Victim of Hit & Run Scheme. Under the Hit & Run Compensation to the Victim Scheme the State Govt. vide its notifications No. TPT-F (5)-7/2022 dated 15/03/2024 has constituted the District Level Committee under the chairmanship of Deputy Commissioners in each district of Himachal for implementation of this scheme. Vide notification No. TPT-F (5)-7/2022 dated 15/03/2024 the Government of Himachal has also constituted District Monitoring Committee for monitoring of the Hit & Run Compensation to the Victim Scheme.

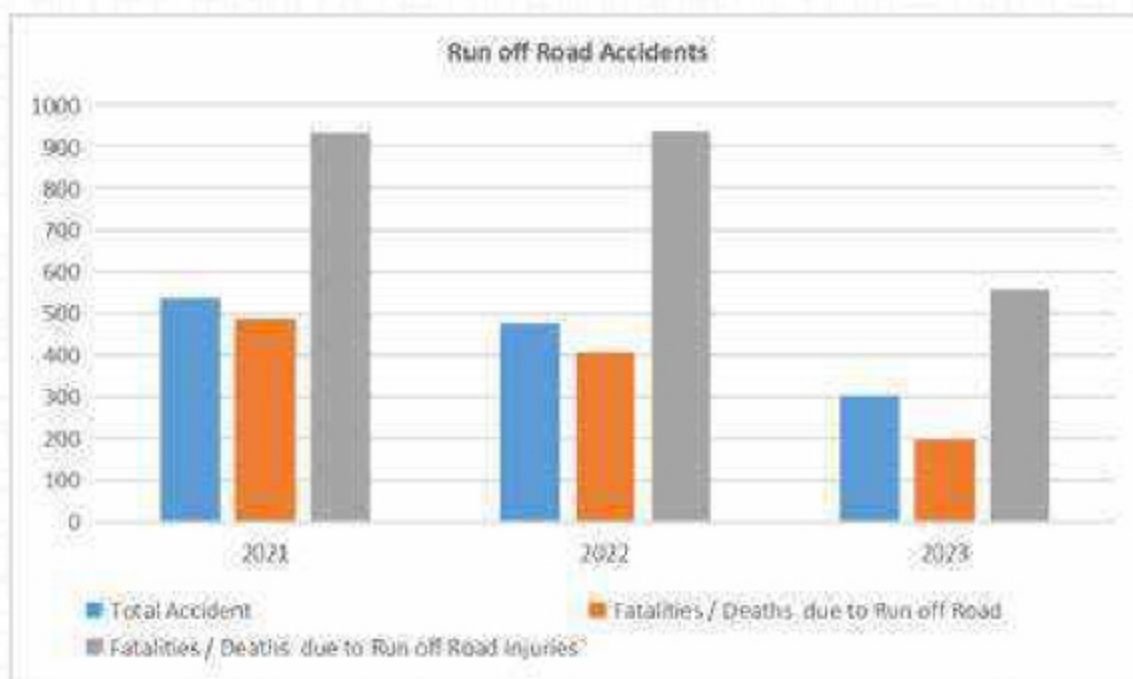
RUN OFF ROAD

Run off Road is very prominent in the hilly State of Himachal Pradesh. These accidents may happen due to loss of control by the drivers, due to excessive or inappropriate speed,

distraction of driver, misjudging a curve, attempting to avoid collision with the other road user. It is the terrain and topography of the hilly States that make these accidents fatal and at times causing mass casualties/ deaths.

Run off Road Accidents

Year	Total Accident	Fatalities / Deaths due to Run off Road	Injuries
2021	537	487	933
2022	475	404	937
2023	302	198	558



Lead Agency cum Road Safety Cell in consultation with the Road Owing Agencies has been making an effort to install the crash barriers on the vulnerable roads and on the roads where there is a probability of Run off the Roads. By 30th June, 2024 around 711.175 running Kms. of crash barriers have been installed by HPPWD.

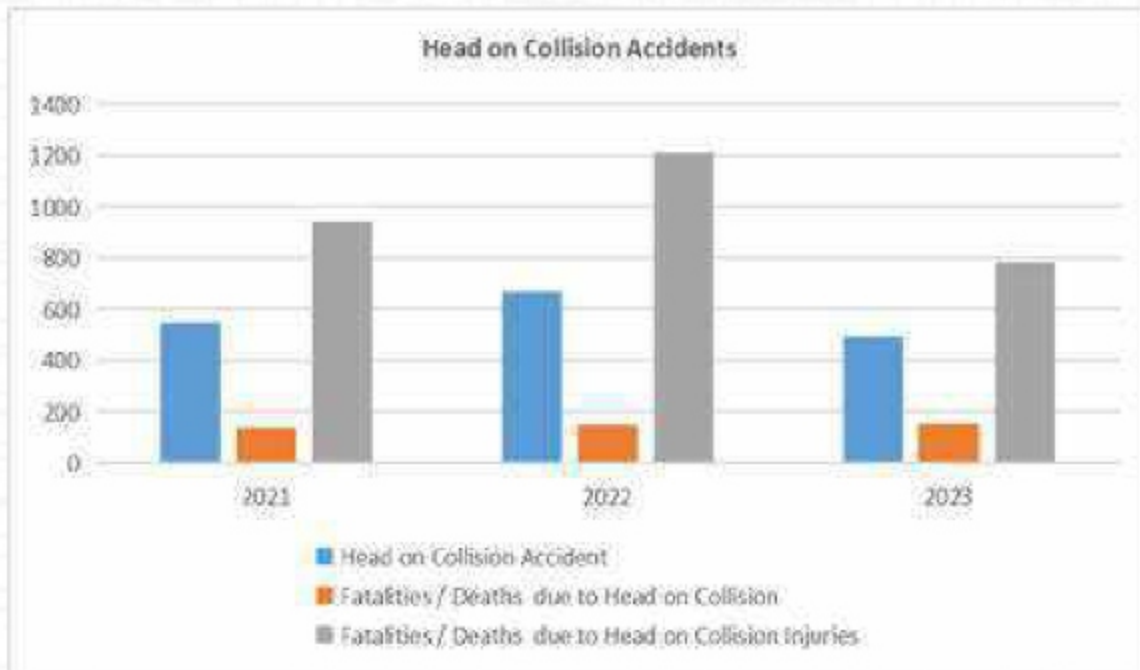
NHAI has installed 150.074 running Kms. of crash barriers on the National Highways maintained by them. BRO has installed 95.472 running Kms. of crash barriers on its

roads. PIU- MoRTH has installed 27 running Kms. of crash barriers on its roads. A total of 983.721 running Kms. length of crash barriers have been installed in the State as on date 30th June, 2024.

“Head on collisions” are known to occur on roads with narrow lanes, sharp curves, unseparated lanes for two-way traffic and also busy stretches. Normally, the roads with the greatest risk of Head on Collisions are busy single-carriageway roads outside urban areas where speeds are highest.

Head on Collision

Year	Head on Collision Accident	Fatalities / Deaths due to Head on Collision	Injuries
2021	549	136	942
2022	666	150	1208
2023	496	153	781



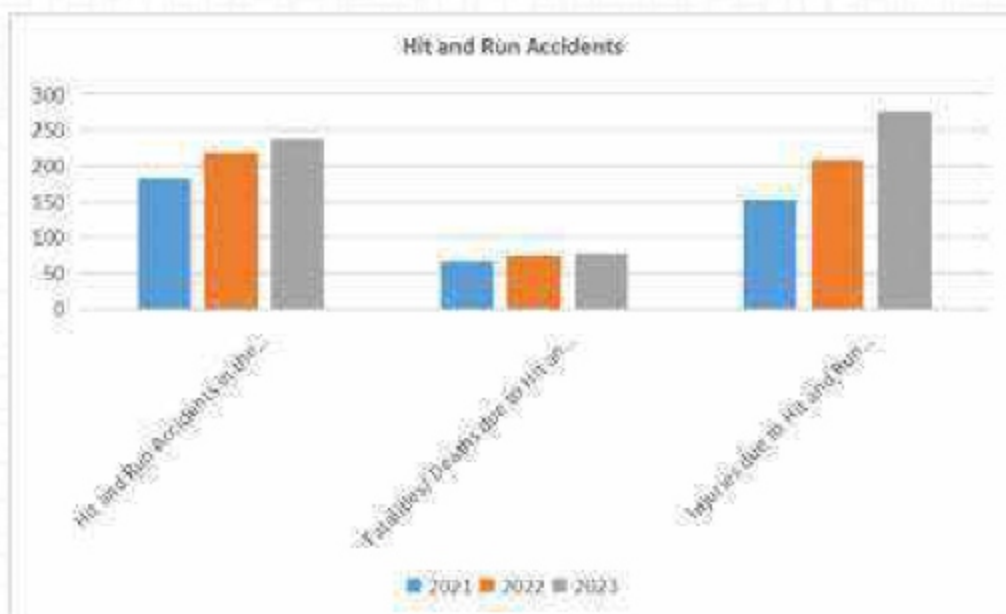
In the year 2023, the highest number of accidents and 2nd highest number of fatalities are due to Head on Collision. State has seen minor increase in deaths/ fatalities due to Head on Collision in the year 2023 as compared to the year 2022.

This highlights the need for having an engineering solution to

reduce accidents due to Head on Collision. The greatest risk reduction in term of Head on Collision comes through the insertion of median separation. Installing the median separation on the National Highways, State Highways and Major District Roads in the State will go a long way in reducing the accidents due to Head on Collision.

Hit and Run

Year	Hit and Run Accidents in the State	Fatalities/ Deaths due to Hit and Run Accidents	Injuries due to Hit and Run Accidents
2021	182	66	152
2022	218	74	208
2023	237	77	277



HIT & RUN

In the year 2023- 10.5% of the total accidents, 8.6% of the road accidents death/ fatalities and 8.3% of total injuries were due to Hit and Run. Under the Compensation to the Victim of Hit and Run Accidents Scheme, 2022 provides for enhanced compensation of Rs. 2 lakhs/- on death and Rs. 50000/- in case of grievous hurt to any person resulting from hit and run motor accident.

The Government of Himachal, Department of Transport has also

constituted District Level Committee in each district of Himachal Pradesh to comply with the provisions of Compensation to the Victim of Hit and Run Accidents Scheme, 2022.

Deputy Commissioner of each District has been made Claim Settlement Commissioner of the above committee and the Sub Divisional Magistrate of the concerned sub-division where the accident took place will be the claim enquiry officer in the above said scheme.

LONG TERM TRENDS

Contrary to the increasing road accidents observed at the all India level, the road accidents in Himachal has shown a decreasing trend over the years. The State of Himachal recorded 3168 road accidents in the year 2016 which over the years have reduced to 2253 road accidents in the year 2023.

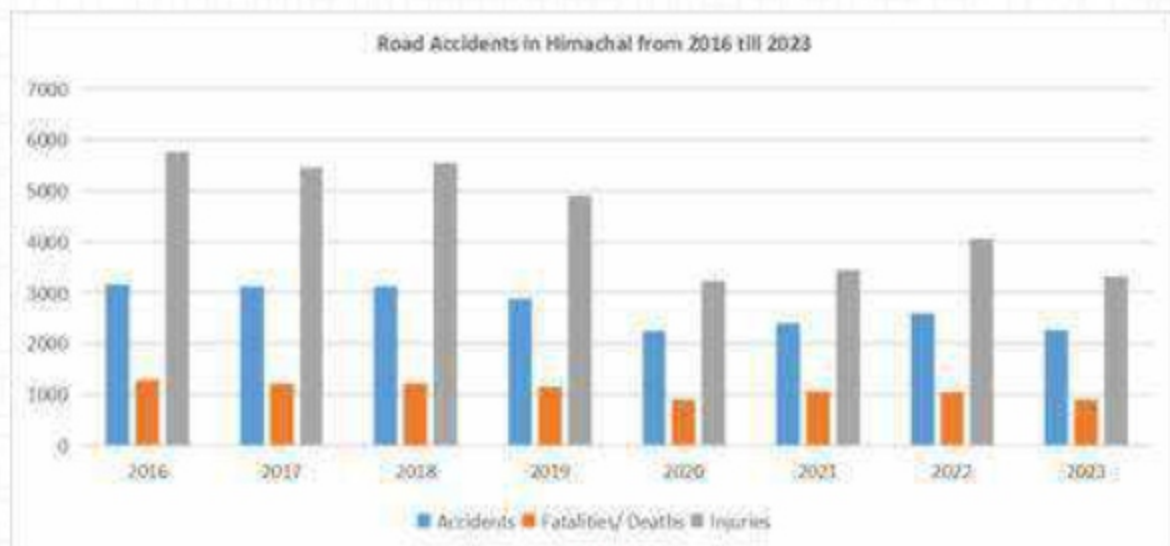
The deaths/ fatalities due to road accident have also reduced from 1271 in the year 2016 to 889 in the year 2023. The road accident injuries have also

reduced from 5764 in the year 2016 to 3304 in the year 2023.

Road accidents, deaths/ fatalities due to road accidents and resultant injuries when compared over the period of 8 years that is from 2016 till 2023 shows that the road accident have reduced by 28.8% in the year 2023 when compared to 2016 levels, fatalities have reduced by 30% and injuries have reduced by 42% when compared to 2016 levels.

Road Accidents in Himachal from 2016 till 2023

Year	Accidents	Fatalities/ Deaths	Injuries
2016	3168	1271	5764
2017	3114	1203	5452
2018	3110	1208	5551
2019	2873	1147	4903
2020	2239	893	3223
2021	2404	1052	3454
2022	2597	1032	4063
2023	2253	889	3304



ACCIDENT SEVERITY

Road accident severity is measured by the number of persons killed per 100 accidents. Accident severity a very important indication to monitor road safety scenario of the region/ State/ District.

The road accident severity in Himachal was 39.7 in the year 2022, which in the year 2023 has seen a very minor reduction. In the year 2023, the road accident severity of Himachal was 39.45.

The road accident severity of Himachal in the year 2021 was 43.7, while the road accident severity at all India level in 2021 was 37.3. The road accident severity of Himachal for the year 2022 was 39.74, while the accident severity at all India level was 36.5. The accident severity of the State in the year 2023 is 39.45.

The road accident severity in Himachal is higher than all India level. This means that while 36.5 people die per 100 accidents at all India level in the

year 2022, but in the perspective of state of Himachal 39.7 people die per 100 accident in the State in the year 2022, and in the year 2023-39.45 people die per 100 accidents in the State. Meaning thereby that there are higher chances of person dying in road accident in Himachal as compared to accidents occurring pan India.

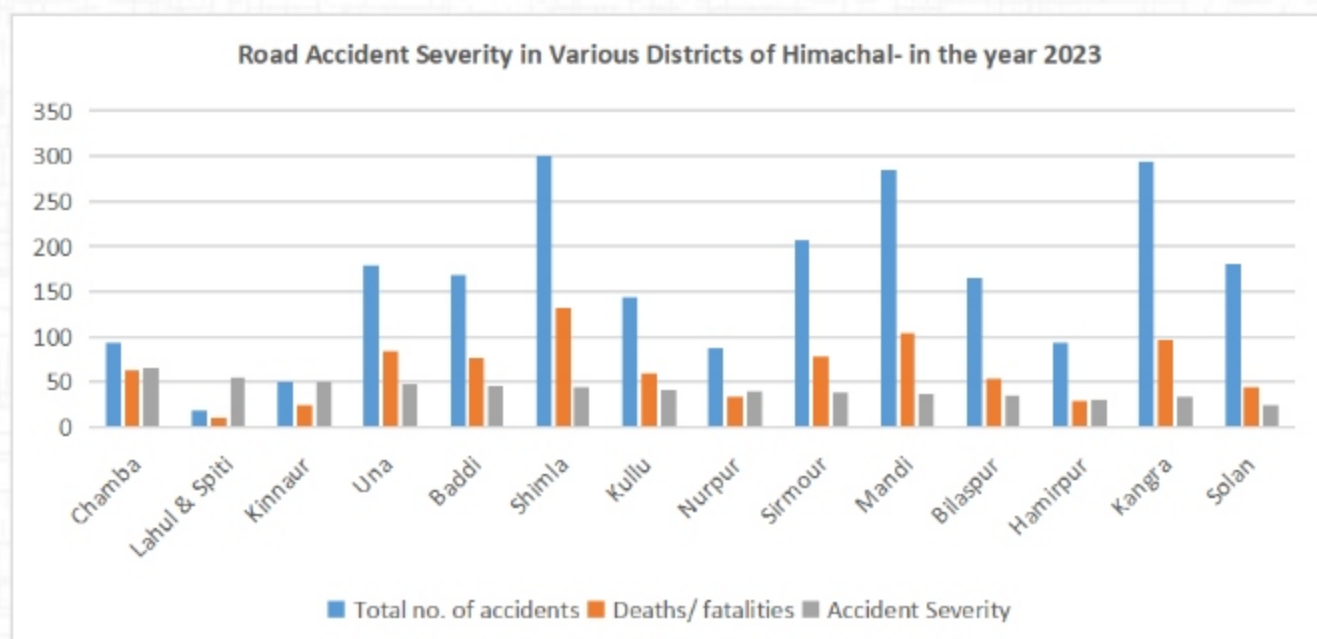
Higher road severity also underlines the need for improved trauma care, installation of higher number of traffic calming measures with the aim of reducing crash impact parameter and increasing the length of crash barriers in the state.

Distribution of accident severity across the different Districts in the State reveals that District Chamba recorded the highest accidental severity- 65.9, followed by Lahul & Spiti- 55.5, Kinnaur- 50, Una- 46.9, Baddi- 45.8, Baddi- 45.8, Shimla- 44, Kullu- 40.9 are the 7 Districts in the State with road accident severity above the State average of 39.45.



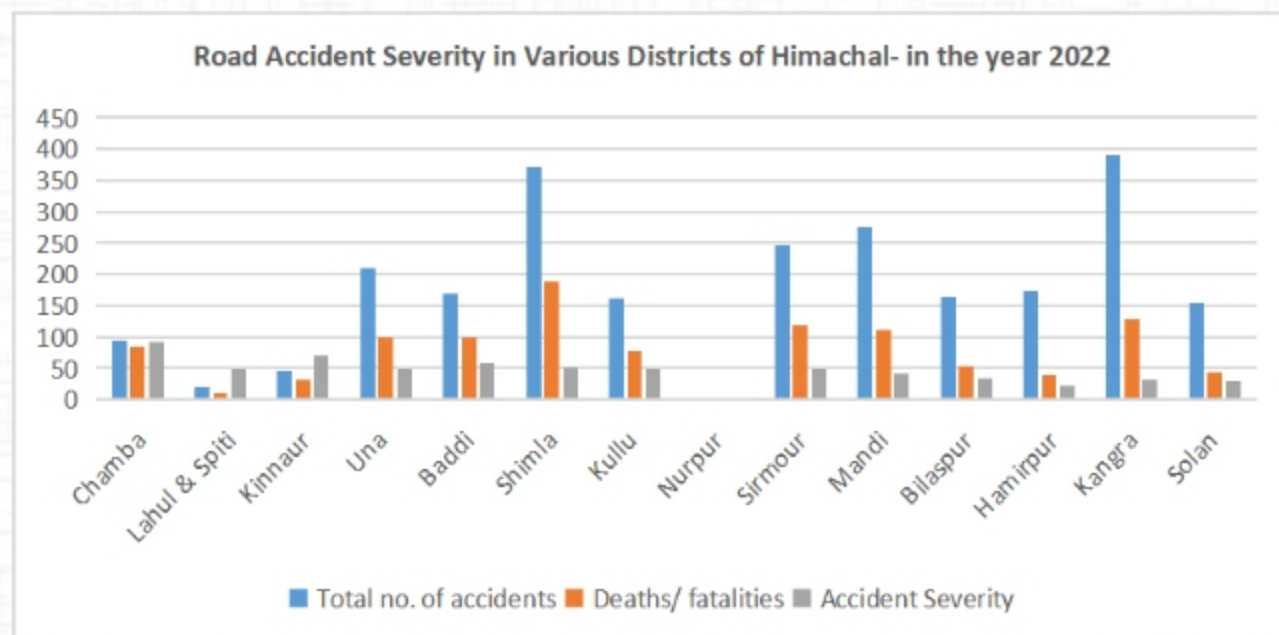
Road Accident Severity in Various Districts of Himachal- in the year 2023

Sr. No.	District	Total no. of accidents	Deaths/ fatalities	Accident Severity
1.	Chamba	94	62	65.9
2.	Lahul & Spiti	18	10	55.5
3.	Kinnaur	50	25	50
4.	Una	179	84	46.9
5.	Baddi	168	77	45.8
6.	Shimla	300	132	44
7.	Kullu	144	59	40.9
8.	Nurpur	87	34	39.1
9.	Sirmour	207	78	37.7
10.	Mandi	284	104	36.6
11.	Bilaspur	165	54	34.8
12.	Hamirpur	93	29	31.2
13.	Kangra	294	97	32.9
14.	Solan	180	44	24.4
State Average		2253	889	39.45



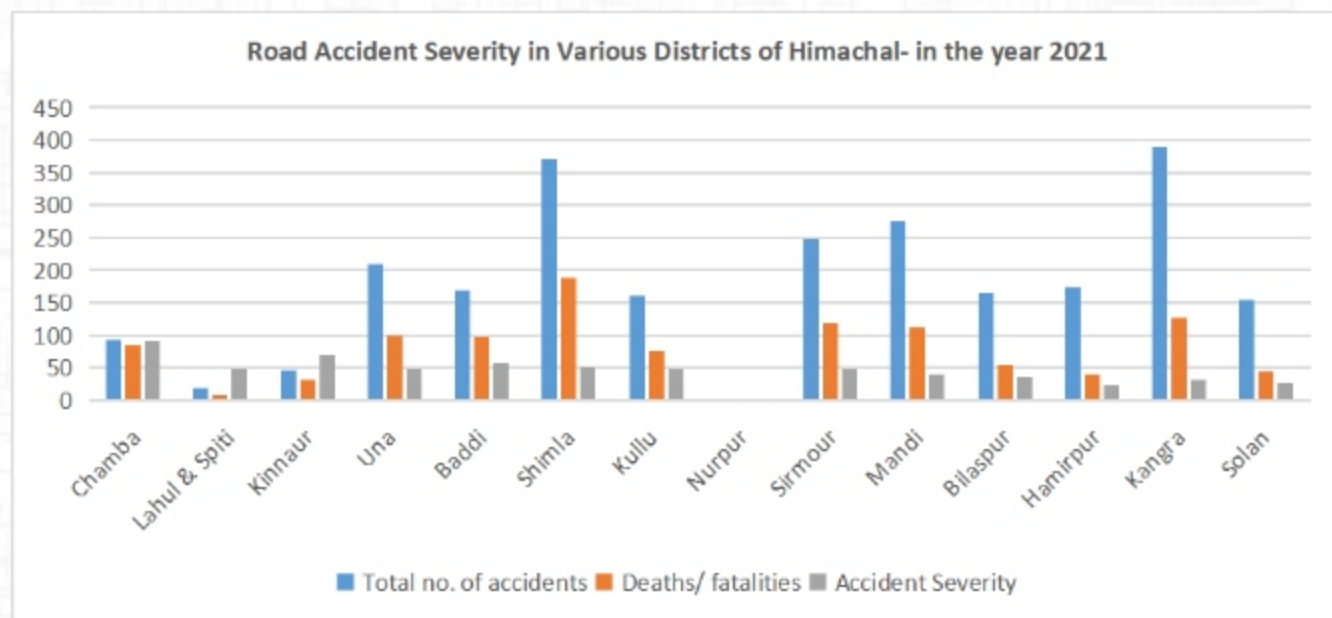
Road Accident Severity in Various Districts of Himachal- in the year 2022

Sr. No.	District	Total no. of accidents	Deaths/ fatalities	Accident Severity
1.	Chamba	98	71	72.45
2.	Lahul & Spiti	26	13	50
3.	Kinnaur	37	21	56.76
4.	Una	233	106	45.49
5.	Baddi	151	78	51.66
6.	Shimla	357	172	48.18
7.	Kullu	217	101	28.67
8.	Nurpur	0	0	0
9.	Sirmour	269	111	41.26
10.	Mandi	326	114	34.97
11.	Bilaspur	172	37	21.51
12.	Hamirpur	111	33	29.73
13.	Kangra	422	121	28.67
14.	Solan	178	106	45.49
State Average		2,597	1,032	39.74



Road Accident Severity in Various Districts of Himachal- in the year 2021

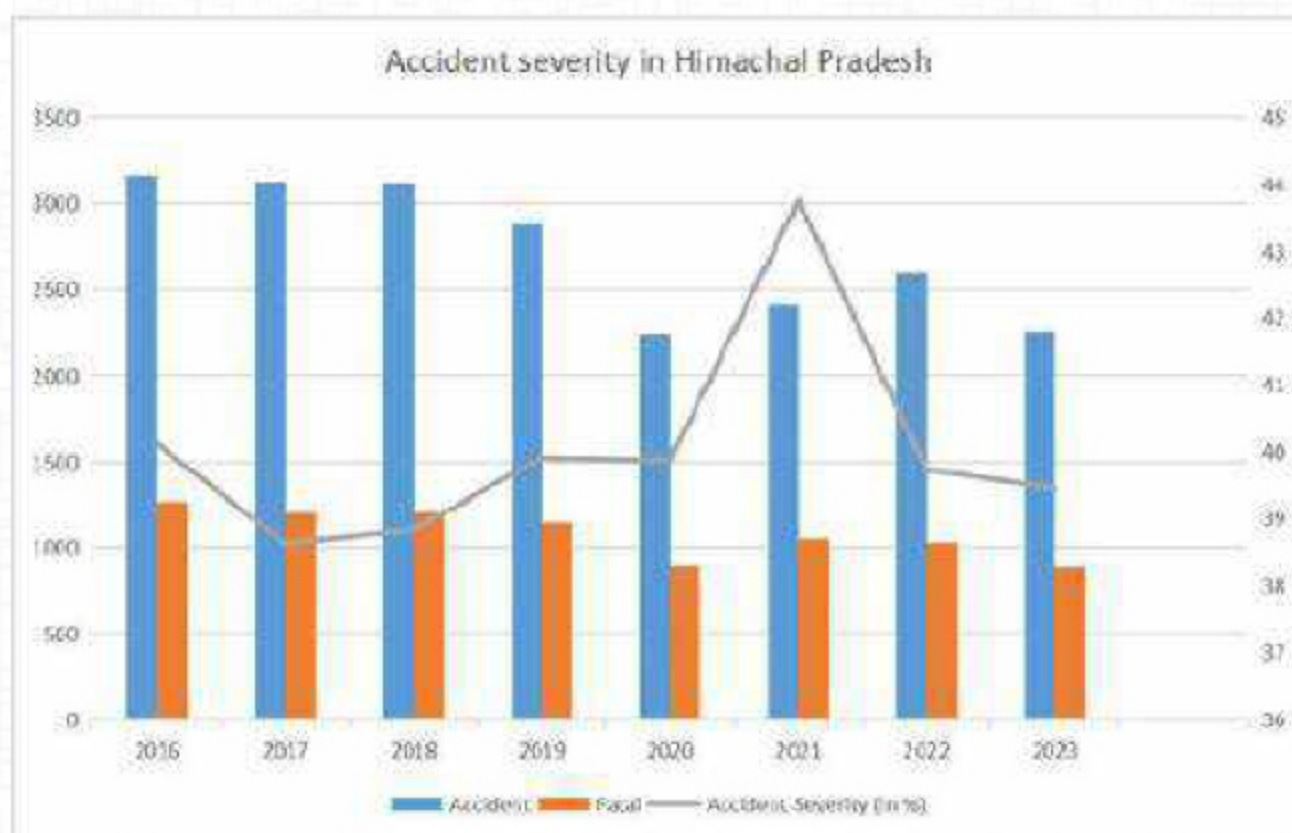
Sr. No.	District	Total no. of accidents	Deaths/ fatalities	Accident Severity
1.	Chamba	93	85	91.4
2.	Lahul & Spiti	19	9	47.8
3.	Kinnaur	46	32	69.6
4.	Una	209	100	47.8
5.	Baddi	170	98	57.6
6.	Shimla	371	189	50.9
7.	Kullu	161	77	47.8
8.	Nurpur	0	0	0
9.	Sirmour	247	118	47.8
10.	Mandi	275	112	40.7
11.	Bilaspur	165	54	34.8
12.	Hamirpur	173	39	22.5
13.	Kangra	390	127	32.6
14.	Solan	155	44	28.4
State Average		2,404	1,052	43.8



The long term trends have shown that road accident severity has been reducing in the State of Himachal. But it is still high when compared to all India

level. This highlights the need to have more Trauma Centres, more Traffic calming measures which aims to reduce crash impact.

Year	Accident	Fatal	Accident Severity
2016	3168	1271	40.12
2017	3114	1203	38.63
2018	3110	1208	38.84
2019	2873	1147	39.92
2020	2239	893	39.88
2021	2404	1,052	43.76
2022	2597	1032	39.74
2023	2253	889	39.45



ACCIDENT- RISK

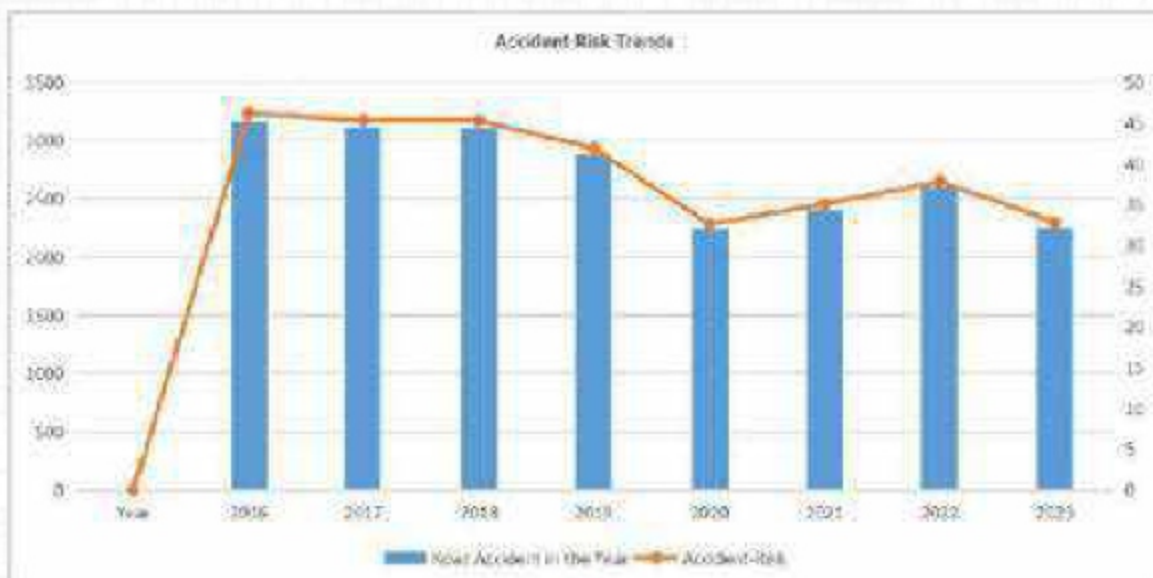
“Accident Risk”, is a measure to observe the number of road accidents in the State/Country in a year, relative to the population for the year. It is expressed in terms of road accidents per lakh population. This provides appropriate measure of incidence of road accidents in the State/ Country.

The State Population as per the

2011 census is 68,64,602. The Road Accident Risk in Himachal for the year 2023 number is 32.82(approximately) 33.

Number of road accident per lakh of population has decreased from 46.15 in the year 2016 to 33 in the year 2023. The accident risk has shown the general decreasing trend over the years

Year	Road Accident in the Year	Accident - Risk
2016	3168	46.15
2017	3114	45.36
2018	3110	45.30
2019	2873	41.85
2020	2239	32.61
2021	2404	35.02
2022	2597	37.83
2023	2253	32.82



ROAD ACCIDENT FATALITY RISK

Road Accident Fatality Risk is measured by the number of road accident fatalities (persons killed) in a year per 1,00,000 population.

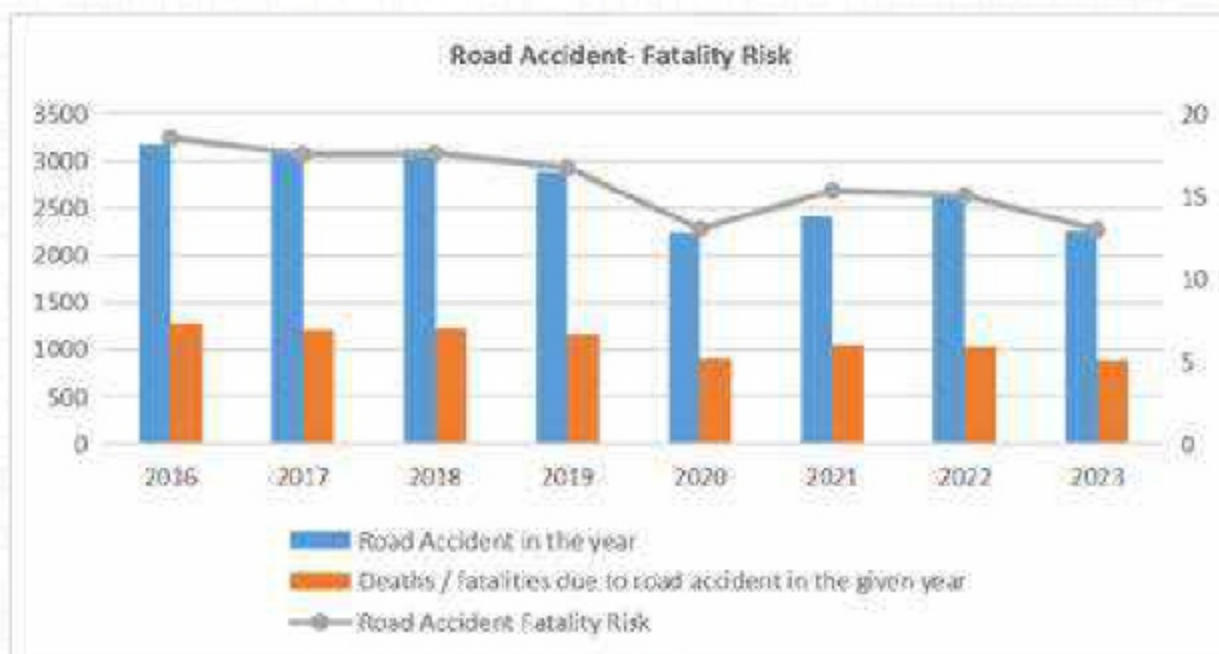
In the state of Himachal, the Road accident Fatality Risk for the year 2023 is 12.95 (approximately) 13. This means that on every 1 lakh population 13 people die due to road accidents.

The road accident fatality risk of

the state of Himachal was 18.5 in the year 2016. Over the years the road accident fatality risk has reduced to 12.9 for the year 2023 in State.

The road accident fatality risk for the year 2022- was 12.2 at the all India level and for the state of Himachal the risk was 15. Indicating that the road accident fatality risk for the state of Himachal is higher than all India levels.

Year	Road Accident in the year	Deaths / fatalities due to road accident in the given year	Road Accident Fatality Risk
2016	3168	1271	18.51
2017	3114	1203	17.52
2018	3110	1208	17.59
2019	2873	1147	16.70
2020	2239	893	13
2021	2404	1052	15.32
2022	2597	1032	15.03
2023	2253	889	12.95



ACCIDENT - RATE

Accident rate is measured by the number of road accidents per 10,000 Vehicles. It denotes rate of road accidents relative to vehicular population in the State.

The number of registered vehicular population as on 31st December 2023 in the State of Himachal is 22,42,058. The Accident Rate in the State for the year 2023 is 10.04 (approximately 10).

ROAD ACCIDENT FATALITY RATE

The road accident fatality rate is also an indicator which compares the number of fatality (persons killed in road accidents) with the number of vehicles in the State or country. It is expressed in terms of road accident fatality per 10000 vehicles.

The road accident fatality rate in the State for the year 2023 is 3.96 (approximately 4).

With the increasing motorization

in the State the Accident Rate and Road Accident Fatality Rate are the indicators of road safety in the region.

Over the years it was observed that the State of Himachal has seen an average increase of 6% in registered vehicle population on year on year basis.

The road accident per 10000 registered vehicles reveals high rate of motorization in the State of Himachal.

VEHICLE DENSITY

Vehicle Density is expressed in the number of vehicles per kilo meter of road length. The total registered Vehicles in the State for the year 2022 was 21, 06,438 which in the year 2023 has increased to 22,42,058. Thus, in absolute terms over the period of one year 1,35,620 new vehicles were registered in Himachal. Thus the state has witnessed a 6.43% increase in the registered vehicles in the State.

The total road length in the State was 41,048 Kms. till December- 2022, which has increased to 41,202 Kms. till December-2023. The road owning department has added 154 Km. of road length in the State in one year. That means the road length in the State has increased by 0.3% in one year and registered vehicle population in the State has increased by 6.43%.

The Vehicle Density is calculated by the number of vehicles per kilometer of road length. The Vehicle Density which was 51.3 in the year 2022, has increased to 54.41 in the year 2023. This is indicative of the growing road traffic congestion in the state.

The increasing vehicle density has highlighted the fact that the road infrastructure has to keep pace itself with the increasing vehicle population. This highlighted the need for more parking facility, better road engineering, more road furnitures, better safety rating engineered vehicles etc.





ACCIDENTS & FATALITIES BY ROAD CATEGORY



SECTION - 2

ACCIDENTS & FATALITIES BY ROAD CATEGORY

The total road length in Himachal Pradesh is 41,203 Kms. of motorable roads till December 2023. Of the 41,203 Kms. of motorable road 34,917 Kms. is tarred or black topped and 6,285 Kms. is untarred. Out of 17,882 villages 15578 villages have been connected with roads.

developing 6 National Highways as “Green Corridors” with the aim to develop these roads with “Electric Vehicle Charging Stations”. On these Green Corridors the aim is to develop way side amenities along with the e-charging stations, with the aim to increase the green mobility in the State.

The State of Himachal is also

The breakup of 41,202 Kms. road length is as follows:

Sr. No.	Type of Road	Road Length in Kilometers.	% share
1.	National Highways Under HP-PWD	1,008	2.4
2.	National Highways Under MoRTH	230	0.6
3.	National Highways Under NHAI	785	1.9
4.	Major District Roads	4768	11.6
5.	Rural	33842	82.1
6.	Roads with BRO	570	1.4
	Total	41203	100

There are 19 national Highways in the State. The total length of these 19 National Highways are 2573 Kms. Out of 2573 Kms. of National Highways, 1008 Kms. is developed and maintained

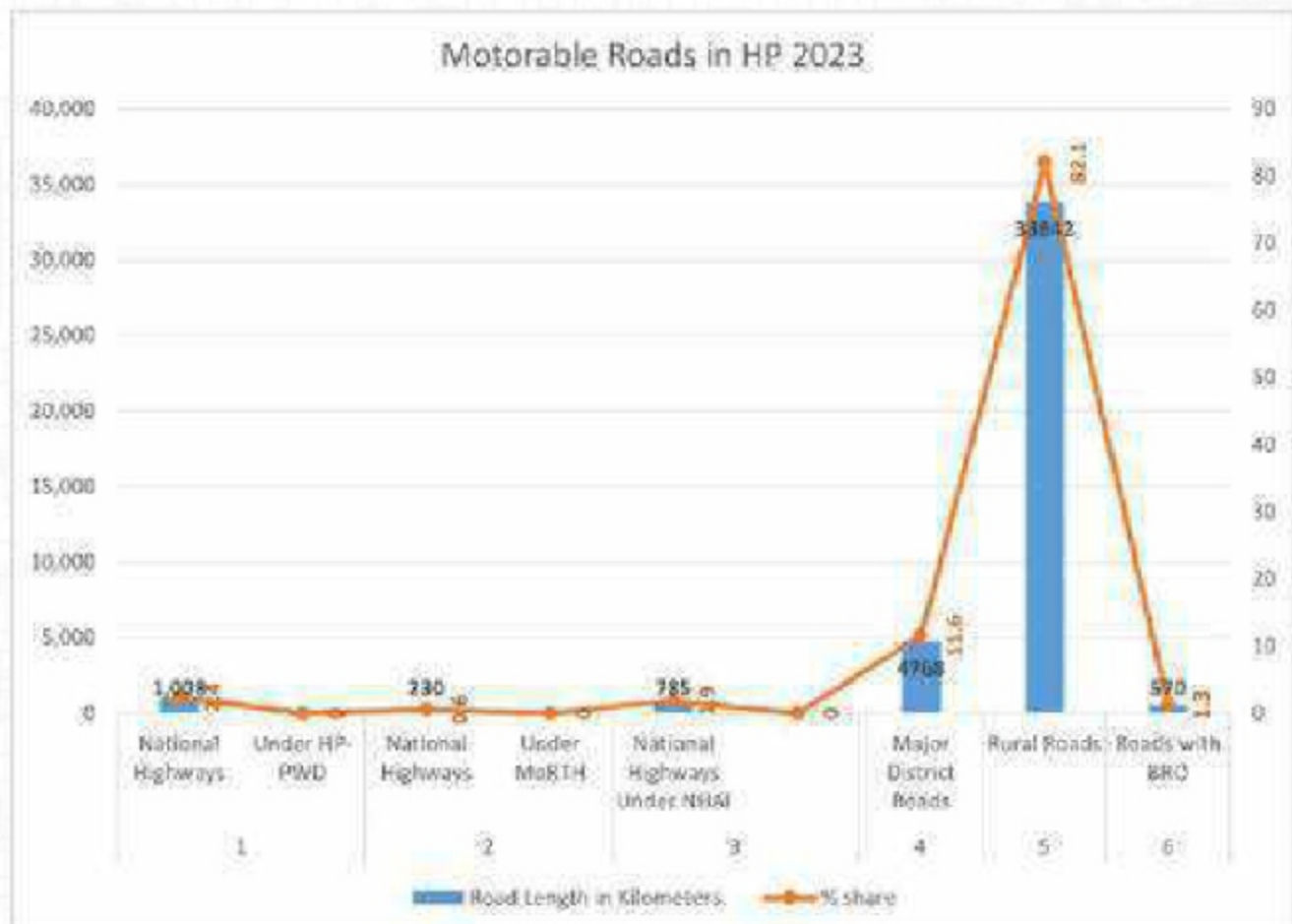
by HP-PWD, MoRTH is developing and maintaining 230 Kms., BRO (Border Road Organization) is developing and maintaining 570 Kms. 5 National Highways having length of 785 Kms. is

maintaining 570 Kms. 5 National Highways having length of 785 Kms. is being developed and maintained by NHAI. Maximum of these 5 National Highways are 4 lane roads developed in the State.

In percentage terms the National Highways constitute 6.2 % of the total road length. The 4 lane National Highways under NHAI constitute 1.9 % of the total road length. National Highways under HP-PWD constitute

2.4 % of total road length and National Highways under other agencies (BRO and PIU- MoRTH) constitutes another 1.9 % of road length in the State.

During the year 2023, 2253 road accidents were recorded in the State, of which 1074 (47.6%) of total road accidents occurred on National Highways (NH) including 4 Lane NH under NHAI, 419 (18.6%) accidents on State Highways (SH)(MDR), 760 (33.7%) on Other Roads.



FATAL ACCIDENTS BY CATEGORY OF ROADS

In the year 2023, a total of 2253 road accidents occurred in Himachal, 727 (32.3%) were fatal accidents (an accident which resulted in the death of one or more person is called a fatal accident). Out of these 727 fatal accidents 305 (42%) were on National Highways including 4 Lane NH under NHAI, 147 (20.2%) were on State Highways and 275 (37.8%) were on Other Roads. Thus the National Highways have highest share of fatal accidents in the state.

What is worth mentioning, is that in the year 2023 National Highways which constitute only 6.2% (2573 Kms.) of road length has 47.6% of total road accidents and 41% of total road accident deaths/ fatalities. State Roads (Major District Roads) with 11.6% (4768 Kms.) of road length registered 18.6% of total road accidents and 19.9% of total road accident fatalities and Other Road (Rural Roads) with the 82.1% (33,842 Kms.) of length registered 33.7% of total road accidents and 39% of total road accident fatalities.

Sr. No.	Type of Road	Length of Road in Km in the Year 2023	% of Total Road Length	Number of road accident registered on these roads in the Year 2023	% of Total Road Accidents in the year 2023	Deaths/ Fatalities in these Road Accidents in the Year 2023	% of Total Road Accident Deaths/ Fatalities
1.	National Highways	2593	6.2% of total road length	1074	47.6%	365	41%
2.	State Roads (Major District Roads)	4768	11.6% total road length	419	18.6%	177	19.9%
3.	Other Roads (Rural Roads)	33,842	82.2% total road length	760	33.8%	347	39%
	Total	41,203		2253		889	

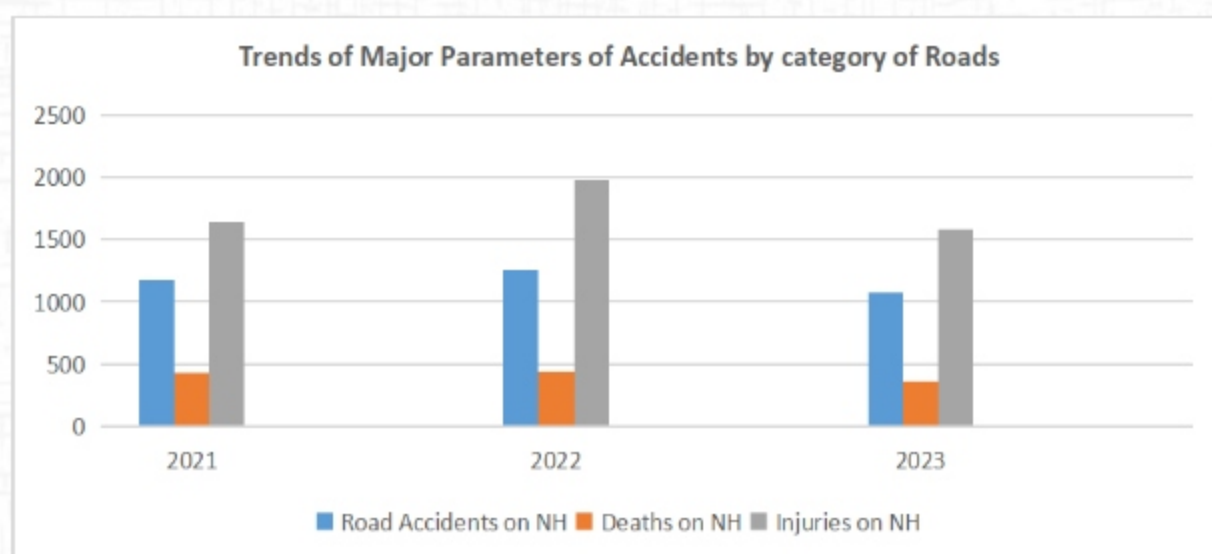
LONG RUN TREND

The total number of accidents in the year 2021 in the state were 2404, which in the year 2022 increased to 2597, but the total number of accidents in the year 2023 have reduced to 2253, registering a decrease of 13.2% relative to the same period last year. Similarly, total number of persons killed in these

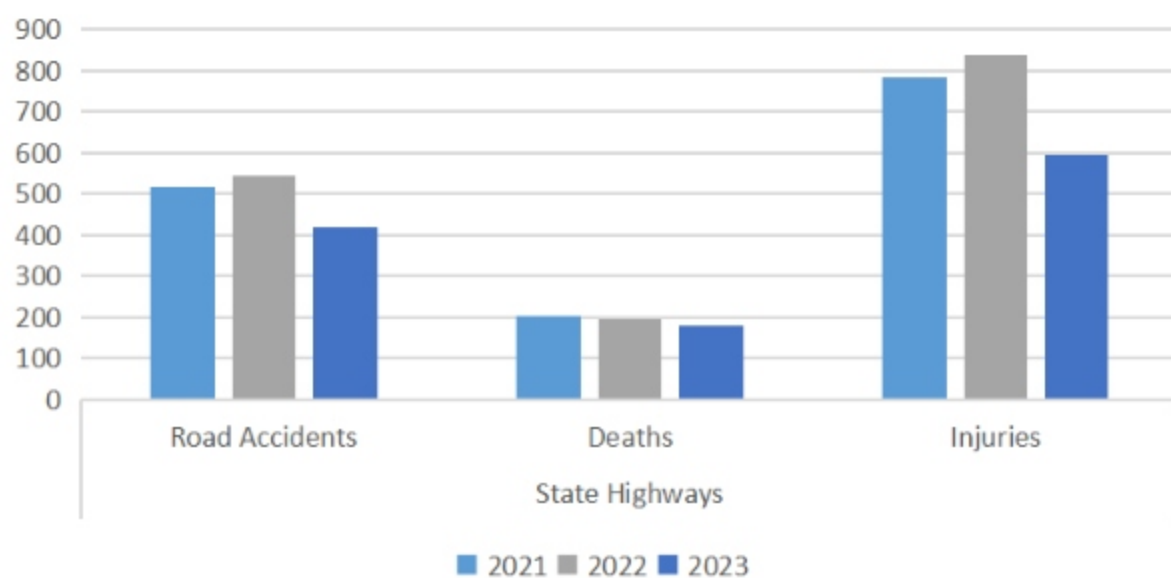
road accidents have also reduced over the years, from 1052 road accidents deaths/ fatalities in the year 2021 to 1032 deaths/ fatalities in the year 2022 to 889 deaths/ fatalities in the year 2023. The road accident deaths/ fatalities have reduced 13.8% in the year 2023 relative to the same period last year.

The breakup of 41,202 Kms. road length is as follows:

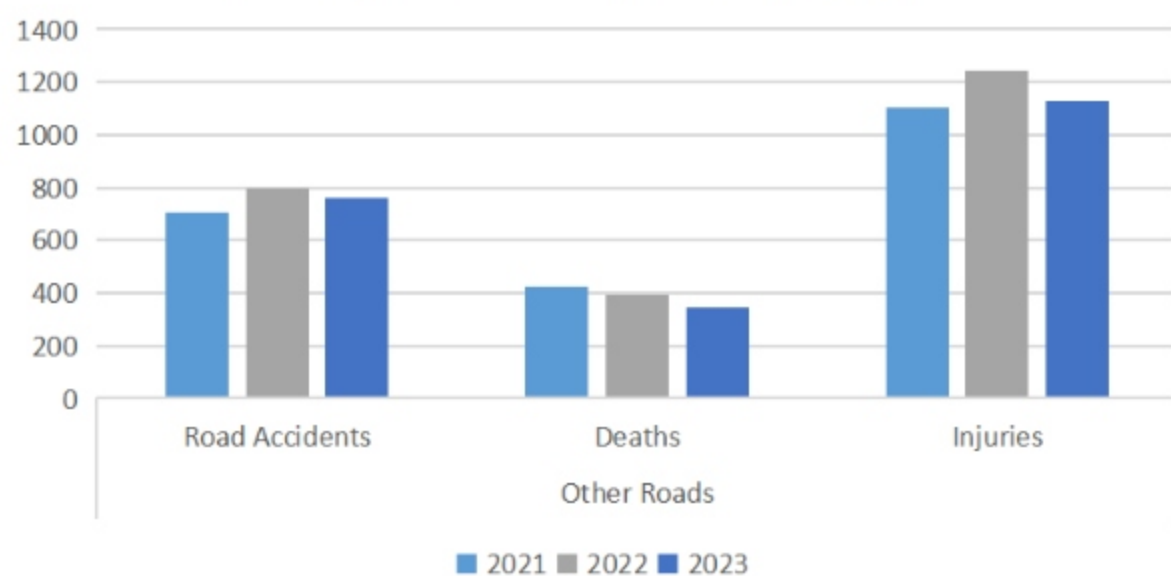
Year	National Highways			State Highways			Other Roads		
	Road Accidents	Deaths	Injuries	Road Accidents	Deaths	Injuries	Road Accidents	Deaths	Injuries
2021	1179	425	1645	517	203	784	708	424	1105
2022	1258	443	1983	542	193	839	797	396	1241
2023	1074	365	1581	419	177	593	760	347	1130



Trends of Major Parameters of Accidents by category of Roads



Trends of Major Parameters of Accidents by category of Roads



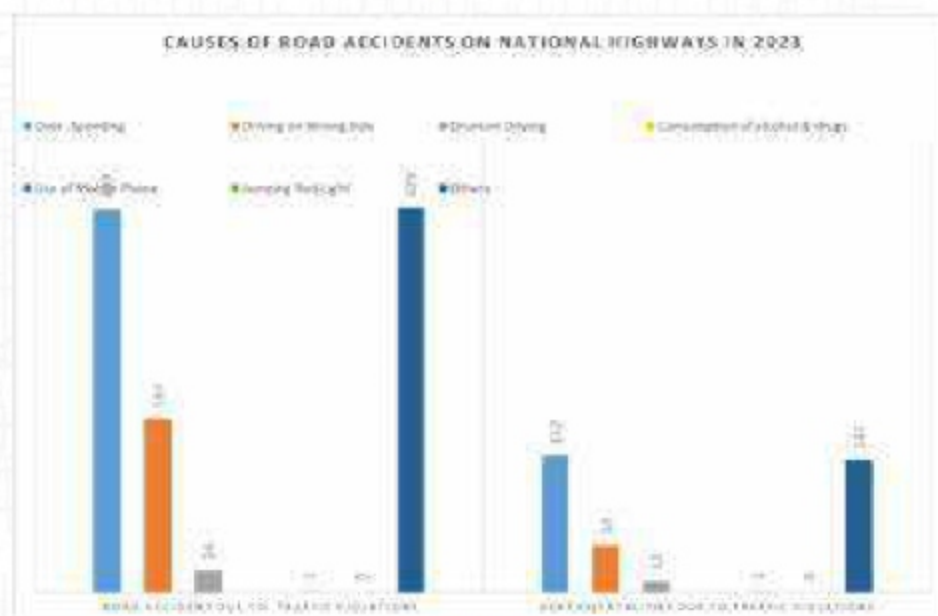
PROFILE OF ROAD ACCIDENTS- NATIONAL HIGHWAYS

The disproportionate large share of road accidents and accident related fatalities and injuries on National Highways during the year 2023 became

the focus of attention and it was imperative to look for the causes of these road accidents on National Highways.

Causes of Road Accidents on National highways in 2023

Sr. No.	Type of Traffic Violation	Number of Road Accident due to the Traffic Violations	Deaths/Fatalities due to Traffic Violations
1.	Over -Speeding	427	152
2.	Driving on Wrong Side	193	53
3.	Drunken Driving/ Consumption of alcohol & drugs	24	12
4.	Use of Mobile Phone	1	1
5.	Jumping Red Light	—	—
6.	Others	429	147
	Total	1074	365

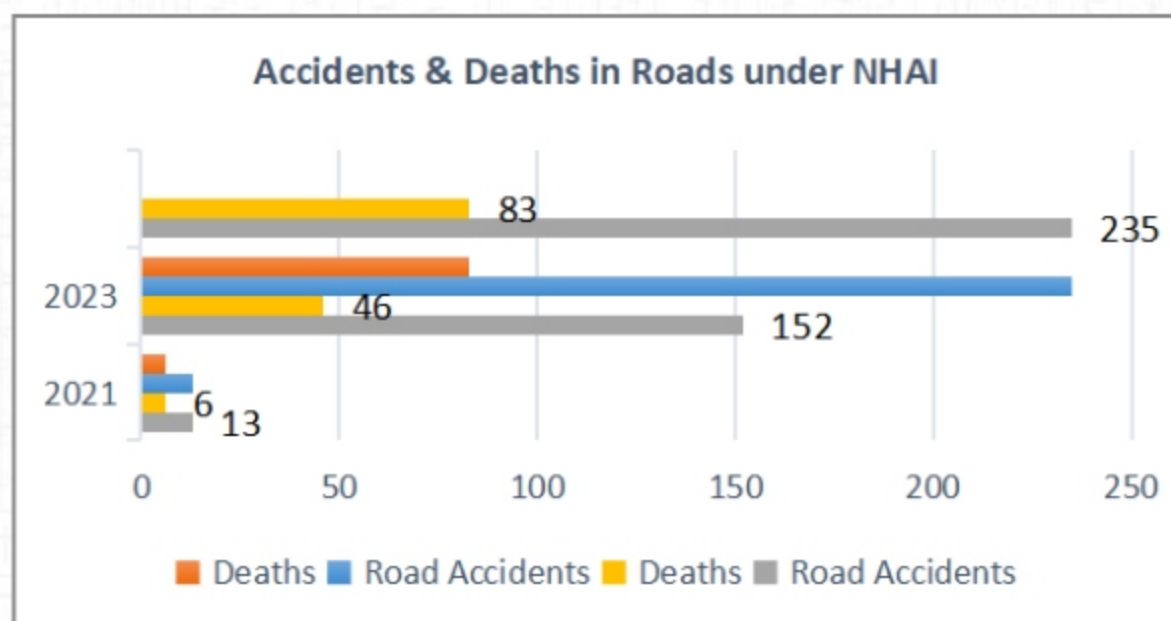


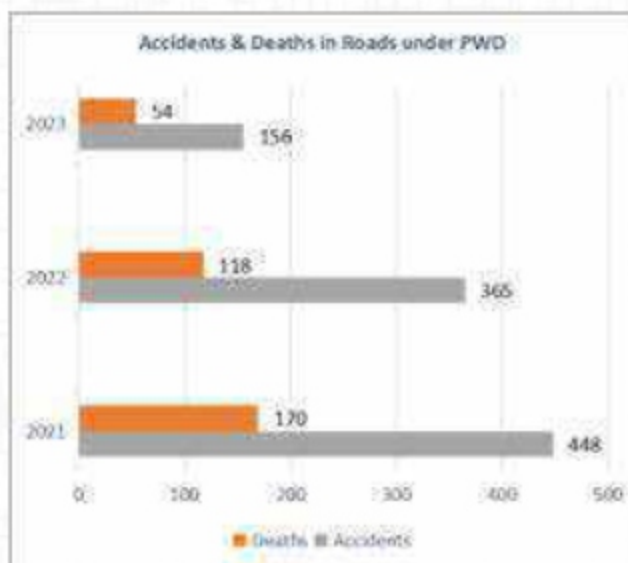
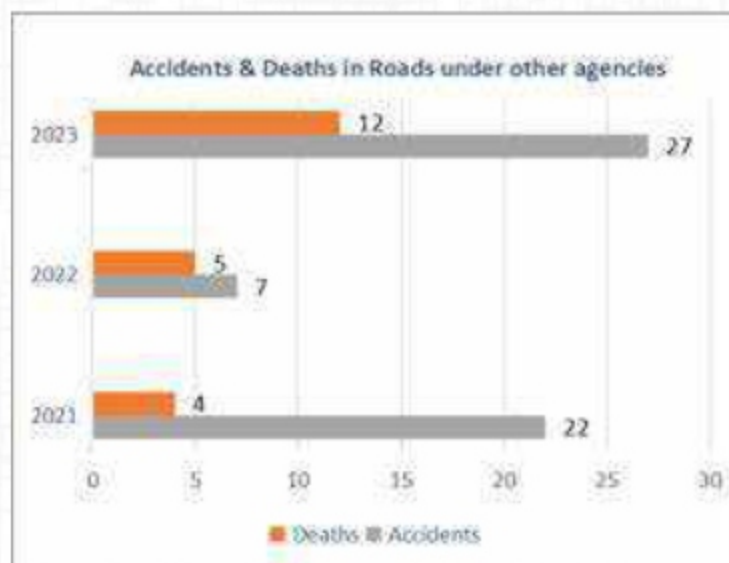
The road accidents on National Highways have decreased in the year 2023 when compared to the year 2022. The accidents on National Highways have decreased by 14.6% in the year 2023 when compared to the year 2022.

The deaths/ fatalities and injuries due to road accidents on National Highways have reduced by 17.6% and 20.2% respectively in the year 2023 as compared to the year 2022.

Causes of Road Accidents due to Over - Speeding on National highways under various Agencies from 2021-2023

Year	National Highway Under NHAI		National Highway under State PWD		National Highway under Other Road Owing Agencies	
	Accidents	Deaths	Accidents	Deaths	Accidents	Deaths
2021	13	6	448	170	22	4
2022	152	46	365	118	7	5
2023	235	83	156	54	27	12



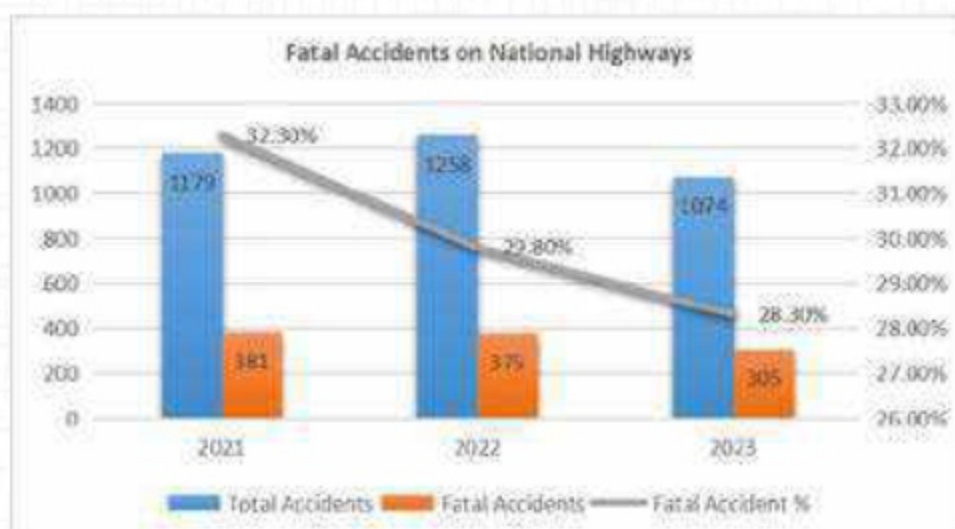


Fatal Accidents on National Highways

During 2023, fatal accidents that took place on National Highways has reduced from 375 in the year 2022 to 305 in the year 2023, registering a

decrease of 18.7%. The table below indicates the trends and number of fatal accidents on National Highways in the State in the last three years.

Year	Total Accidents on National Highways	Fatal Accidents on National Highways	% of fatal accidents on NH in the State
2021	1179	381	32.3%
2022	1258	375	29.8%
2023	1074	305	28.3%



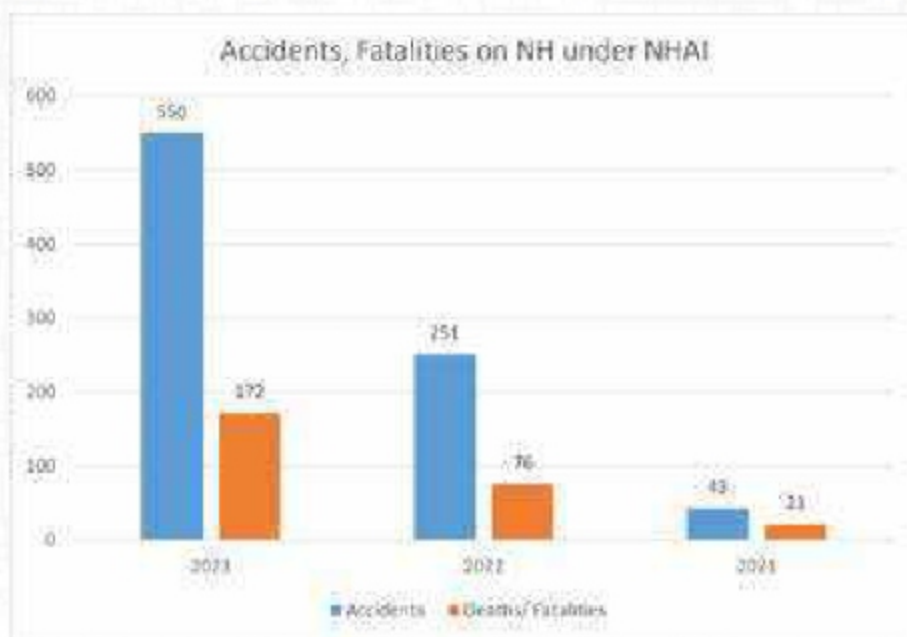
Accidents & Fatalities on different categories of National Highways

The table given below indicates that as the length of 4 lane roads has increased in the State over the years the accidents on these newly constructed 4 lane roads have also increased. The accidents on the newly constructed 4 lane roads have increased by 119% in the year 2023 as compared to the year 2022. Similarly death/ fatalities due to road accidents has also increased on NH

under NHAI. While in the year 2022-251 accidents took place in which 76 persons died, which has increased to 550 accidents in the year 2023 in which 172 persons died. While the accidents has increased by 119% the death/ fatalities due to these accidents have increased by 126% or 1.26 times in the intervening period.

Accidents & Fatalities on 4- Lane National Highway under NHAI

Year	Accidents	Deaths/ Fatalities
2023	550	172
2022	251	76
2021	43	21

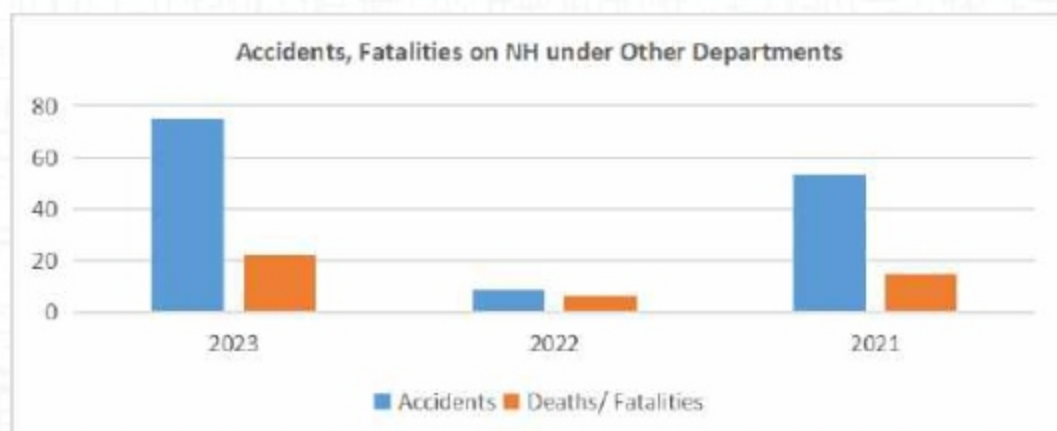


The accidents on the National Highways under Other Departments that is National Highway under MoRTH and BRO has also increased. In the year 2022 the number of accidents on these roads were 9 in which 6

persons died which in the year 2023 has increased to 75 in which 22 persons died. While the accidents have increased 4.8 times, deaths/ fatalities have increased by almost 2.5 times on these roads in the last one year.

Accidents, Fatalities on NH under Other Departments

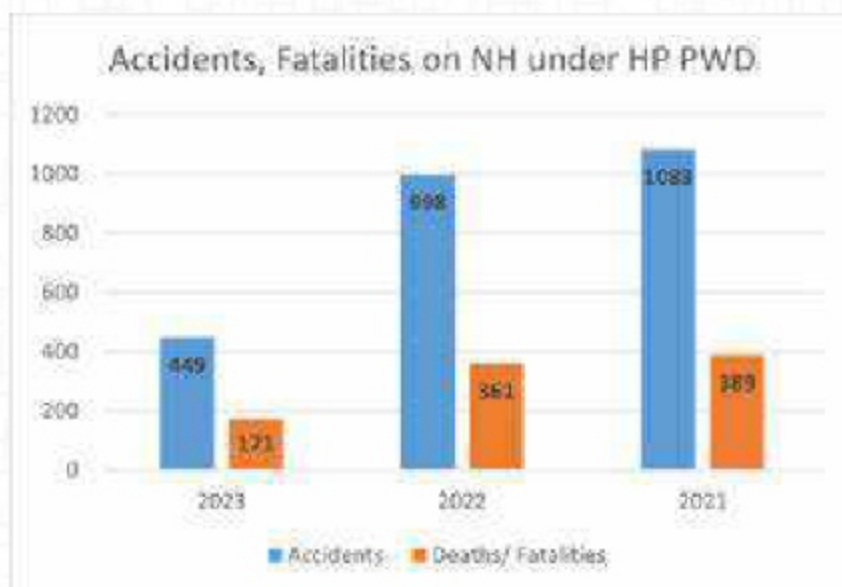
Year	Accidents	Deaths/ Fatalities
2023	75	22
2022	9	6
2021	53	15



However, the accidents on the National Highways under state HP-PWD has reduced over the years. In the Year 2022, the number of road accidents on NH und HP-PWD were 998 in which 361 persons died. The

accident on NH under HP-PWD have reduced to 449 in the year 2023 in which 171 persons died. Thus the accidents on NH under HP-PWD have decreased by 55% and deaths/fatalities have decreased by 52.63%.

Accidents, Fatalities on NH under HP-PWD



Accidents, Fatalities on National Highway under HP-Public Works Department (PWD)

Year	Accidents	Deaths/ Fatalities
2023	449	171
2022	998	361
2021	1083	389

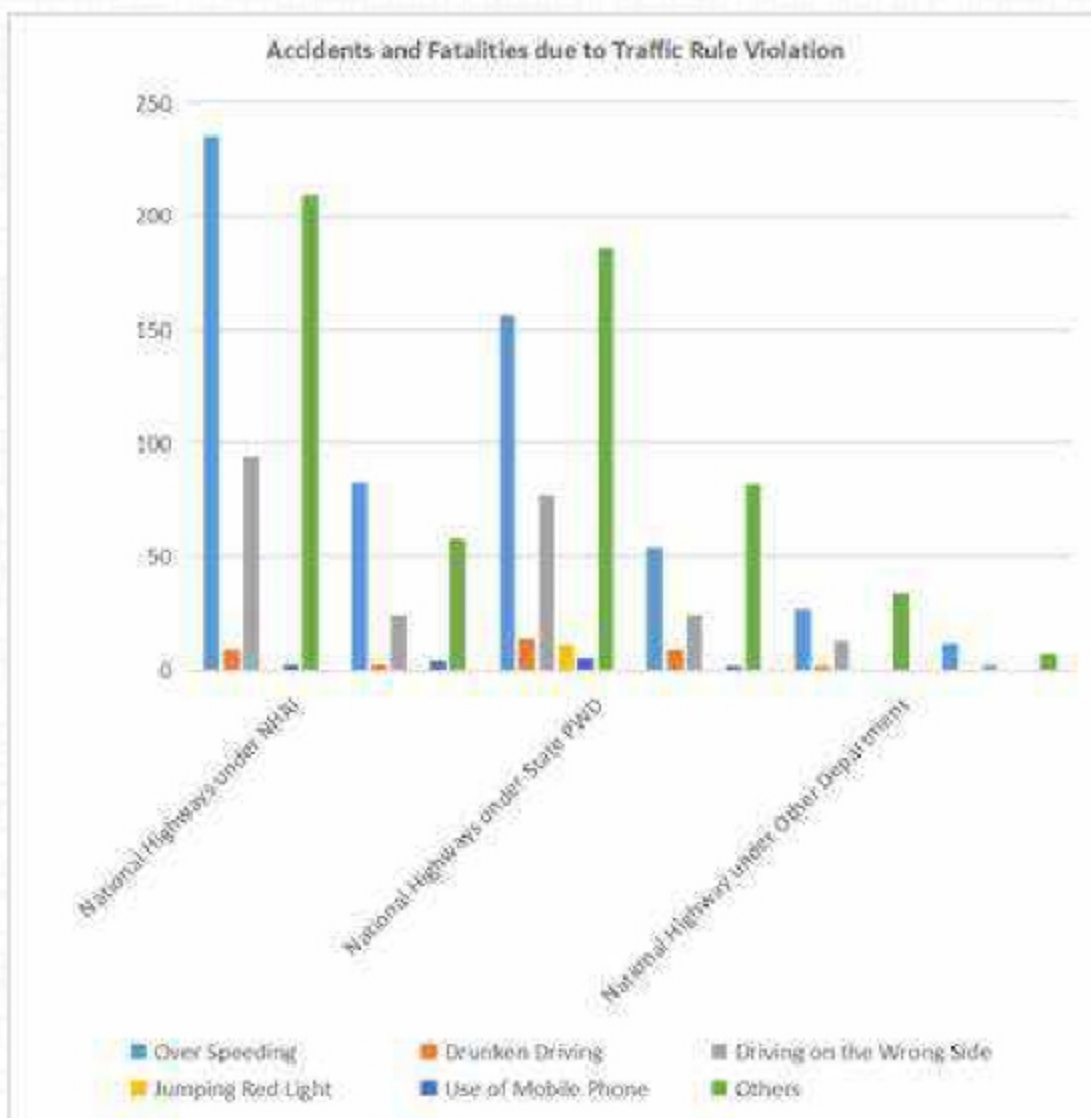
Accidents and Fatalities due to Traffic Rule Violation

Road Accidents and Road Accident Deaths took place on different categories of National Highways due to

Traffic rule violations. The same is given in the table below:-

Accidents & Fatalities classified according to type of traffic violation on National highways under different categories in the year 2023

Type of traffic violation / Category	National Highways under NHAI		National Highways under State PWD		National Highway under Other Department	
	Total Accidents	Persons Killed	Total Accidents	Persons Killed	Total Accidents	Persons Killed
Over Speeding	235	83	156	54	27	12
Drunken Driving	9	3	14	9	1	0
Driving on the Wrong Side	94	24	77	24	13	3
Jumping Red Light	0	0	11	0	0	0
Use of Mobile Phone	3	4	5	2	0	0
Others	209	58	186	82	34	7
Total	550	172	449	171	75	22



The 2023 State accident data reveals that “Over- speeding” is the major cause of road accidents and deaths on the national highways. In the year 2023, 39.8% (427) accidents and 41.6% (152) deaths / fatalities were recorded on National Highways due to Over- Speeding.

The other major traffic rule violation are “Driving on the wrong side” 17.9% (193) of accidents and

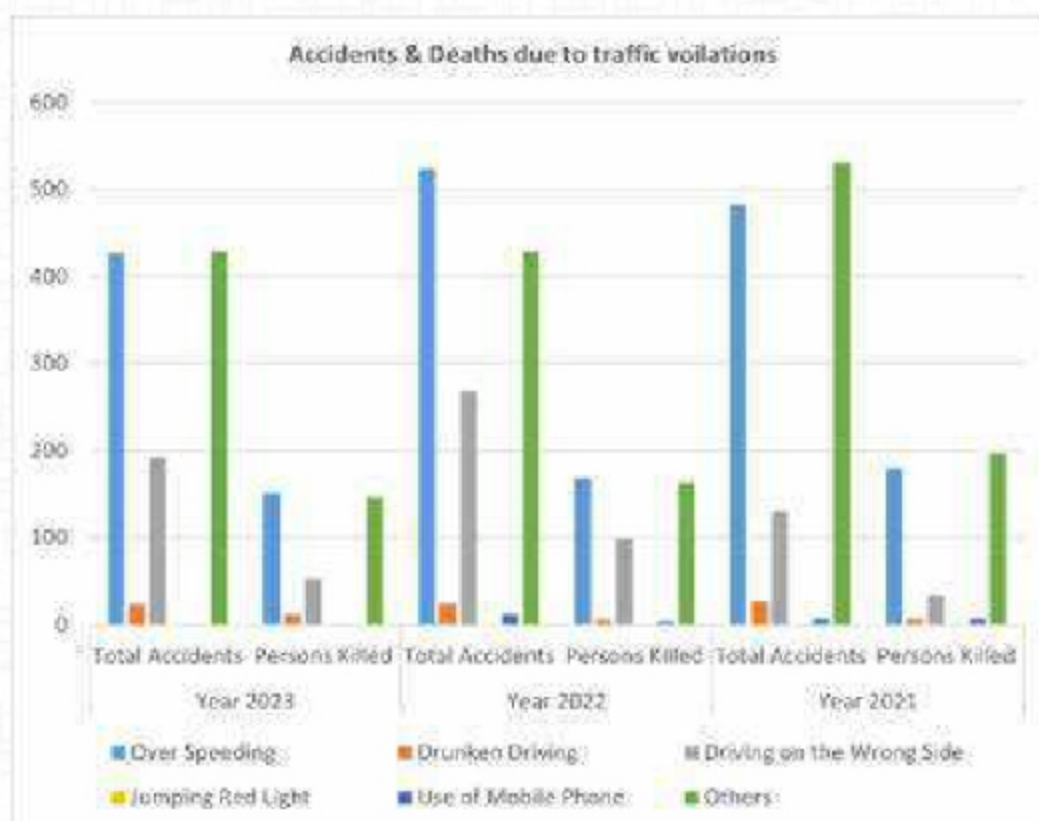
14.5% (53) deaths/ fatalities.

“Drunken driving” 24 accidents and 12 deaths. “Use of mobile phones” 1 accident and 1 death. No Accidents were reported due to “Jumping red lights”.

The number of accidents and deaths due to traffic rule violation in “Others” category were 429 accidents and 147 deaths.

3 years comparison of accidents and fatalities on National Highways due to traffic violations in the State.

Type of traffic violation	Year 2023		Year 2022		Year 2021	
	Total Accidents	Persons Killed	Total Accidents	Persons Killed	Total Accidents	Persons Killed
Over Speeding	427	152	524	169	483	180
Drunken Driving	24	12	25	6	28	7
Driving on the Wrong Side	193	53	268	99	130	34
Jumping Red Light	0	0	0	0	0	0
Use of Mobile Phone	1	1	12	5	7	7
Others	429	147	429	164	531	197
Total	1074	365	1258	443	1179	425



The yearly comparison highlights the fact that that over-speeding is the number one cause of accidents on all the categories of National Highways in the State in all the 3 years. The other major causes were-Driving on the wrong side, drunken driving, and use of mobile phone.

The yearly comparison also highlights the facts that the accidents and fatalities on NH have reduced in the year 2023 when compared to the year 2022. Road accidents have reduced by 14.6% and the fatalities have reduced by 17.6% in the year 2023 when compared to the year 2022.

The accidents and fatalities due to traffic rule violations has reduced in the year 2023 as compared to the year 2022. The accidents and fatalities due to “Over- speeding has also reduced in the year 2023. While the accidents due to “over- speeding” on NH has reduced by 18.5% the deaths have reduced by 10.1%.

Similarly, the accidents on NH due to “Driving on the wrong side” has reduced by 27.9% and fatalities have reduced by 46.5% in the year 2023. The accidents due to “Use of Mobile Phone” has also reduced. But the incidents of accidents due to “Jumping red lights” have increased on NH in the year 2023.

However, the number of accidents and deaths on NH due to traffic rule violations in “Other

category” showed no increase. Road Accidents due to Traffic violations in “Other Category” had remained the same as they were in the year 2022, but the deaths/ fatalities due to traffic rule violations in “Other Category” have reduced by 10.3% in the year 2023 when compared to the year 2022.

As already stated above that “over- speeding” is the major cause of road accidents and deaths. In the year 2023-39.8% of road accidents and 41.6% of deaths were recorded due to “over-speeding”, but the highest accidents and deaths due to “over-speeding” occurred on the NH under the NHAI. of all the accidents due to “over-speeding” on National Highways, 55.5% of accidents and 56.7% of deaths these took place on the NH under NHAI. 38.2% of accidents and 36.2% of deaths were on the NH under State PWD and 6.3% of accidents and 7.9% of deaths were on NH under other departments.

The other major traffic rule violations are “driving on the wrong side” 17.9% accidents and 14.5% deaths. Of these accidents and deaths the NH under NHAI contributed to 49.2% of accidents and 49.1% of deaths due to driving on the wrong side traffic violation. 44% of accidents and 45.2% of deaths were on NH under State PWD and 6.7% of accidents and 5.7% of deaths were on NH under other departments.

Drunken driving/ consumption of alcohol & drug contributed to 2.2% accidents and 3.3% of deaths. Use of mobile phone was also recorded as a traffic violation.

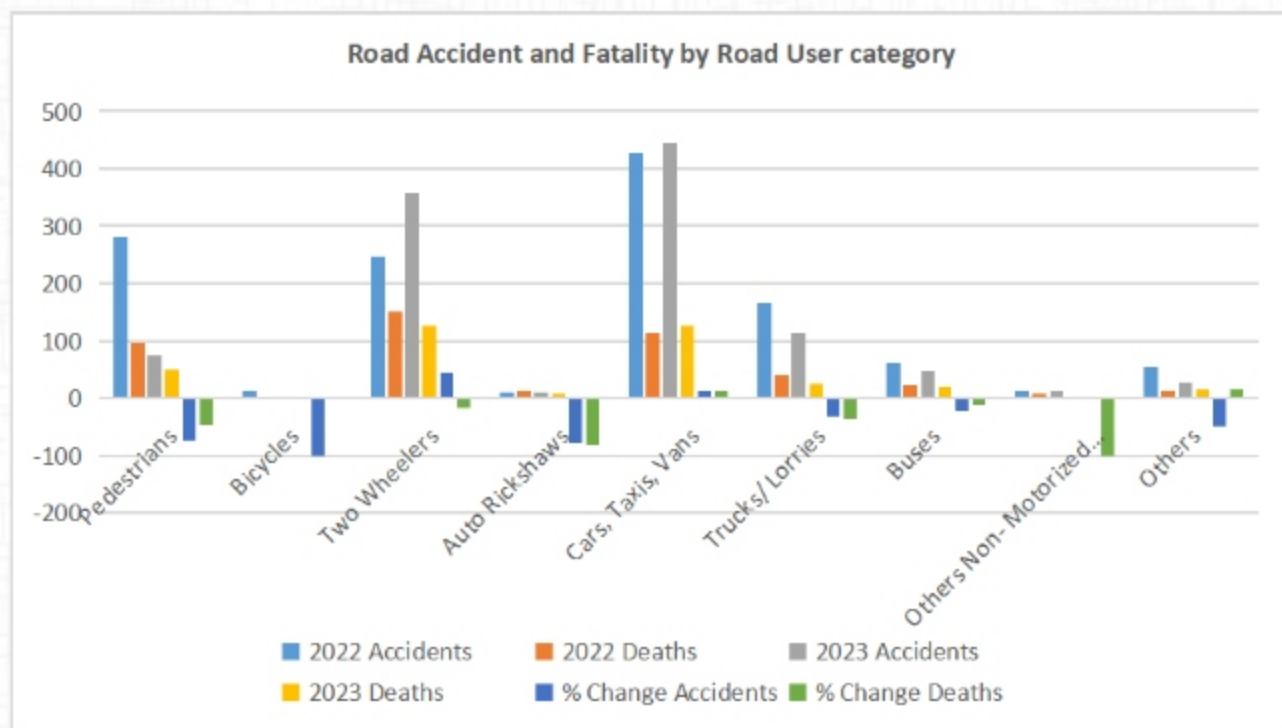
The above data indicates that more enforcements needs to be done on the NH under NHAI. The installations of ITMS, dedicated Police Stations on these roads. A RTO checking post, Conducting regular and surprise checking by Transport Flying Squads. Statoning of Police interceptor vehicles, patrolling beats, rectification

of the black spots, identification and rectification of vulnerable spots, displaying of the warning sighs w.r.t high speed, displaying the maximum permissible speeds on these roads, educating the local community about the laws on “Good Samaritans” and importance of Golden-Hour after the accidents, establishment of emergency accident trauma medical care, fully equipped medical centers on these National Highways, strategic placement of highway ambulances etc. are the initiatives that can reduce these accidents and resultant fatalities even further.

Road Accident and Fatality by Road User category wise

Road accident on NH by various category of Road user are presented below.

Category	2022		2023		% Change	
	Accidents	Deaths	Accidents	Deaths	Accidents	Deaths
Pedestrians	282	96	75	50	-73.4	-47.9
Bicycles	5	0	0	0	-100	0
Two Wheelers	248	151	357	127	<u>+43.9</u>	-15.9
Auto Rickshaws	9	5	2	1	-77.7	-80
Cars, Taxis, Vans	427	114	444	127	<u>+3.9</u>	<u>+11.4</u>
Trucks/ Lorries	166	40	114	25	-31.3	-37.5
Buses	61	23	48	20	-21.3	-13
Others Non - Motorized Vehicles (E - Rickshaw etc.)	6	1	6	0	0	-100
Others	54	13	28	15	-48.1	+15.3
Total	1258	443	1074	365	-14.6	-17.6



The above data reveals that Car, Taxis & Van recorded the highest number of accidents (444) and deaths (127) followed by Two Wheelers (357) accidents and (127) deaths. The data further reveals that accidents in the category of Car, Taxis & Van and Two Wheelers have increased in the year 2023 and accidents in all other categories have decreased in the year 2023 as compared to the year 2022.

Road user category wise distribution of accident and fatalities in

the year 2023 indicates that Car, Taxis & Van accounted for 41.3% of total accidents and 34.8% of deaths/fatalities on the National Highways, followed by two wheelers with 33.3% of accidents and 34.8% of deaths/fatalities. Pedestrians with 6.9% of accidents and 13.7% of deaths/fatalities, Truck and Lorries with 10.6% of accidents and 6.8% of deaths and fatalities. Buses with 4.5% of accidents and 5.5% of deaths/fatalities.

PROFILE OF ROAD ACCIDENTS-STATE HIGHWAYS

The total length of Major District Roads (MDRs) is 4768 kilometers in the State. It constitutes 11.6% of total road network in the state. In the year 2023, a total of 2253 road accidents were

reported in the state- of which 419 (18.6%) of accidents, 177 (19.9%) of deaths/fatalities and 593 (17.9%) injures, held in these roads.

The numbers of accidents, deaths and injuries reveals a decreasing trend in the year 2023, when compared to the year 2022. The accidents on these roads have decreased by 22.7%, deaths/

fatalities have decreased by 8.2% and the injuries have decreased by 29.3% in the year 2023 as compared to the year 2022.

Total number of Accidents, Person Killed and Injured on State Highways in the last 3 Years

Year	Accidents	Year on Year Growth of Accidents	Person Killed	Year on Year Growth of Fatalities/ Deaths
2021	517		203	
2022	542	+4.8%	193	-4.9%
2023	419	-22.7%	177	-8.2%



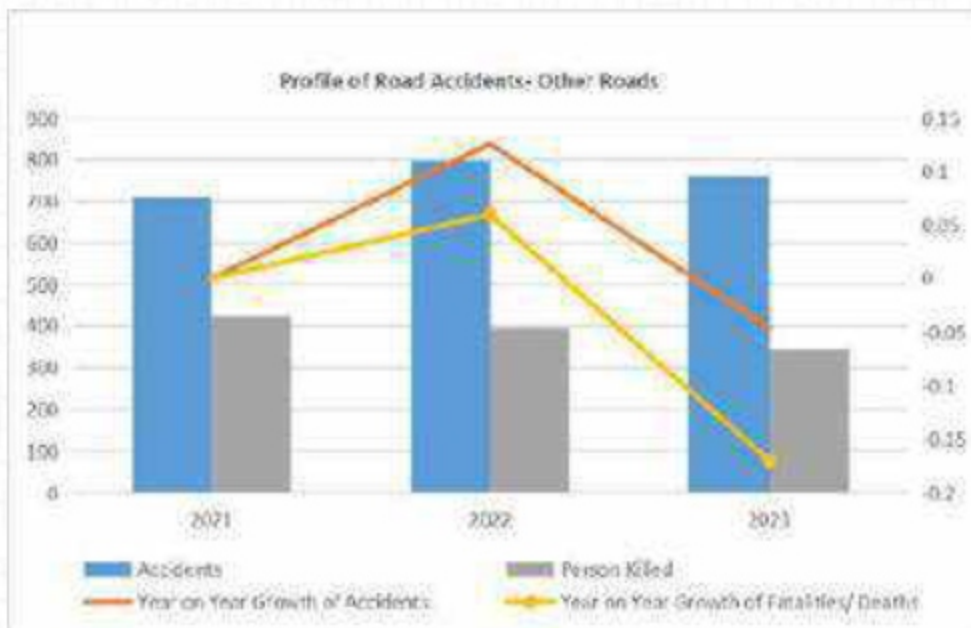
PROFILE OF ROAD ACCIDENTS- OTHER ROADS

The numbers of accidents, deaths and injuries reveals a decreasing trend in the year 2023, when compared to the year 2022. The accidents on these roads have decreased by 22.7%, deaths/

fatalities have decreased by 8.2% and the injuries have decreased by 29.3% in the year 2023 as compared to the year 2022.

Total number of Accidents, Person Killed and Injured on Other Roads in the last 3 Years

Year	Accidents	Year on Year Growth of Accidents	Person Killed	Year on Year Growth of Fatalities/ Deaths
2021	708		424	
2022	797	+12.6%	396	-6.6%
2023	760	-4.6%	347	-12.4%



अत्यधिक गति...?




ठहरिये...

वाहन गति सीमा में चलाएं!

जान बचाएं !!


परिवहन विभाग, हिमाचल प्रदेश



CAUSES OF ROAD ACCIDENTS



SECTION - 3

CAUSES OF ROAD ACCIDENTS

Road accidents are multi- causal phenomenon and are result of interplay of various factors. These Road accident factors can be broadly categorize into:

1. Accident due to Human Error,
2. Accident due to Road Condition /Road Environment,
3. Accident due to Vehicular Condition.

These factors act in an interactive manner to cause road accidents. Any strategy for designing the counter measures for accidents should be based on a safe system approach which simultaneously recognizes the importance of:

- (a) Traffic legislation and its enforcement for promoting safe road user behavior,
- (b) Safe road designs, and
- (c) Safe vehicle design.

1. HUMAN ERROR

Accidents due to Human Error include

1. Traffic Rule Violations,
2. Driving without valid driving license, and
3. Non- use of safety devices.

TRAFFIC RULE VIOLATIONS

Road accident attributes to various types of traffic rule violations reveals that “Over- Speeding” constitutes the main violation associated with road accidents, fatalities and injuries in the year 2023.

During the year 2023, “over-speeding” traffic violation accounted for 36.6% of total accidents, 39.9% of total fatalities and 36.5% of total injuries. The number of accidents due to

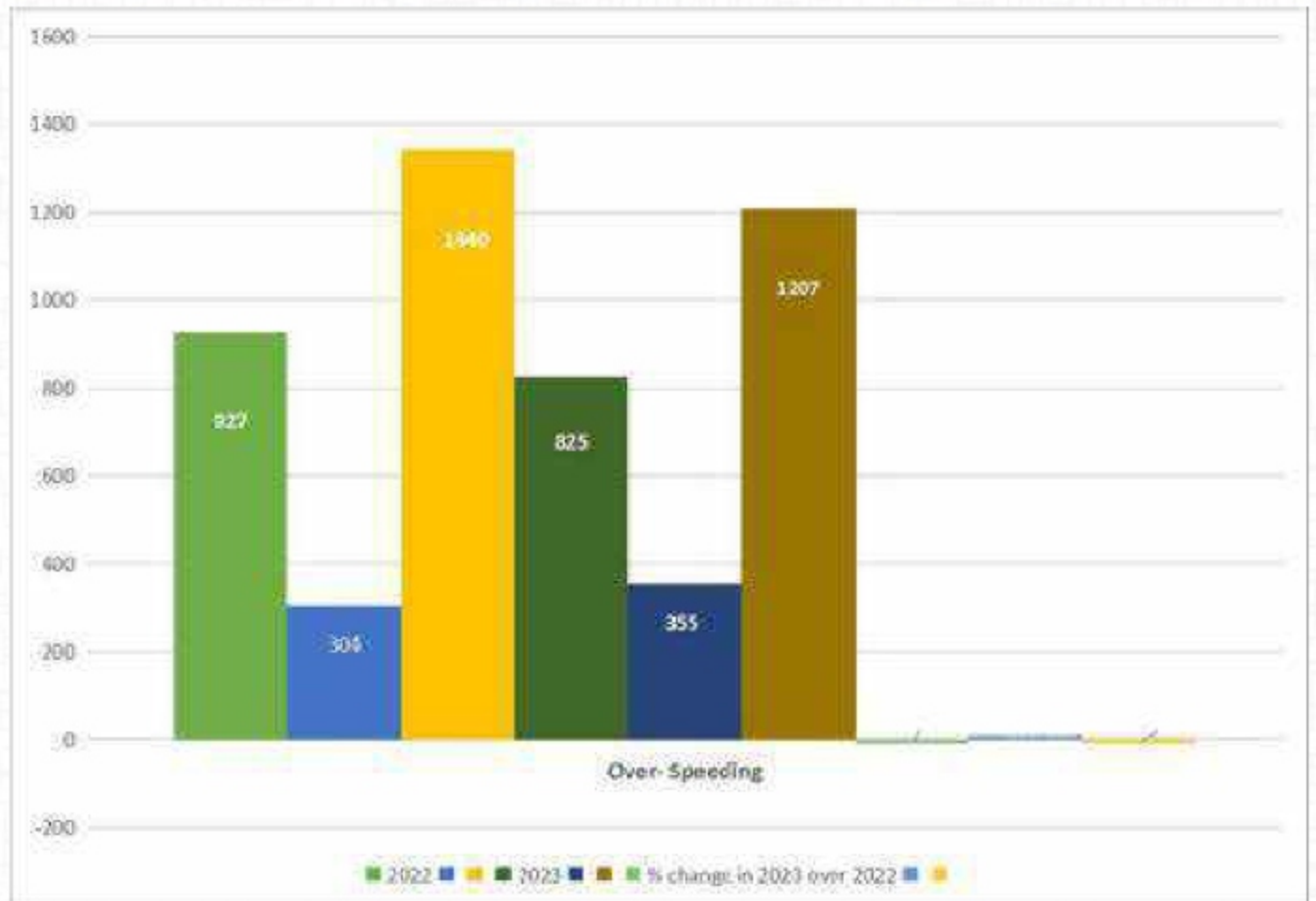
“over- speeding” decreased by 11% in the year 2023 as compared to the same period last year. However, fatalities increased by 16.7% and injuries reduced by 9.9% in the year 2023 as compared to the same period last year.

The reduction in the road accidents, and injuries due to “Over-Speeding” in the state can also be attributed to installation of ITMS across the state to check and challan

over- speeding offenders. The strict Police enforcement with respect to the over- speeding violations has resulted in the reduction. In the year 2022, 29114 offenders were challaned for over- speeding and 9677 offenders were challaned for rash and negligent driving which in the year 2023 has increased to

37170 challans for over- speeding and 12039 challans for rash driving. That is over- speeding challans have increased by 27.7% and rash and negligent driving challans have increased by 24.4% in the corresponding same period over last year.

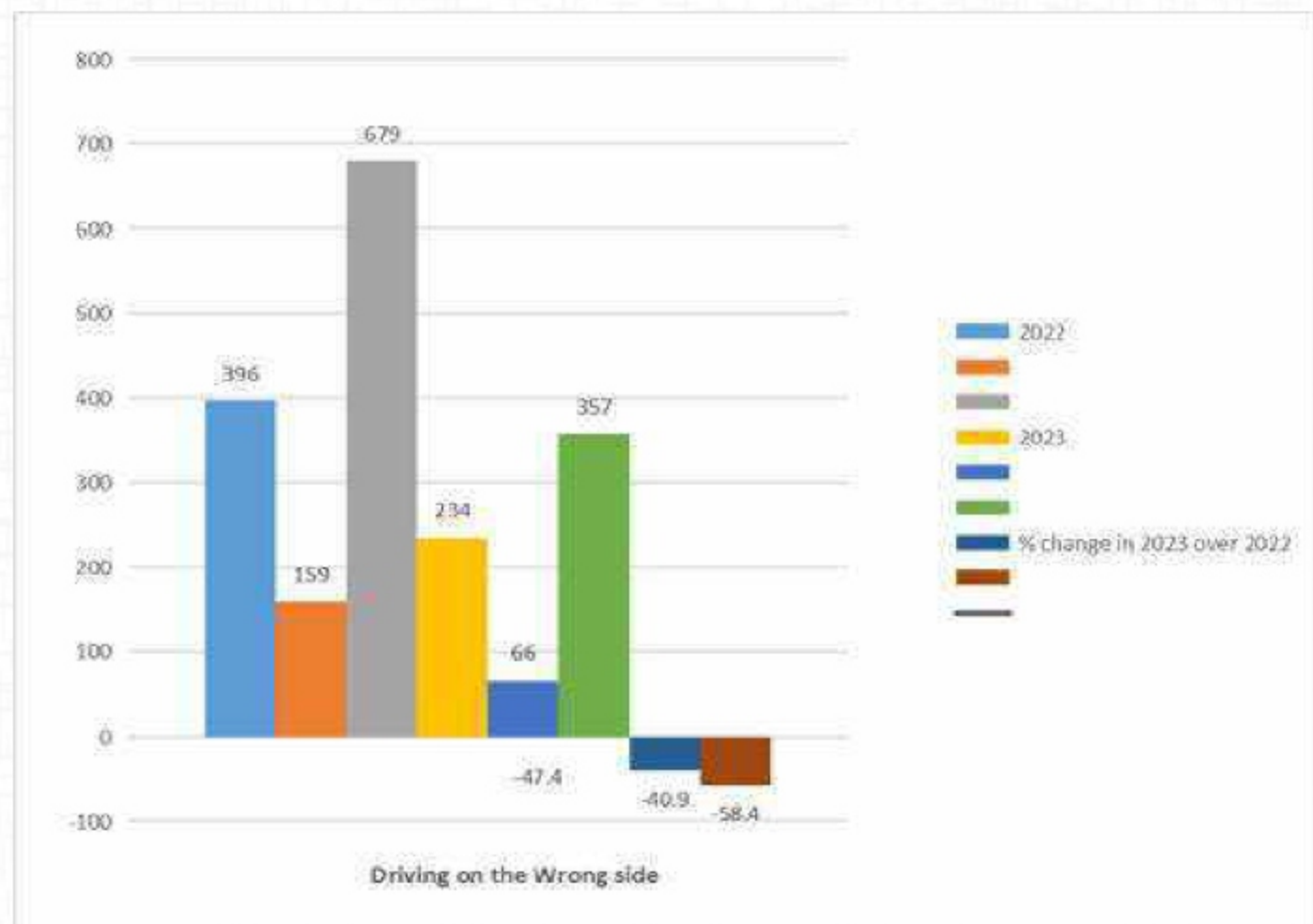
Category	2022			2023			% change in 2023 over 2022		
	Accidents	Fatalities	Injuries	Accidents	Fatalities	Injuries	Accidents	Fatalities	Injuries
Over- Speeding	927	304	1340	825	355	1207	-11%	+16.7%	-9.9%



“Driving on the Wrong side” traffic violation was the second highest cause of total road accidents in the state

during the year 2023 accounting for 10.4% of accidents, 7.4% of deaths and 10.8% of injuries in the year 2023.

Category	2022			2023			% change in 2023 over 2022		
	Accidents	Fatalities	Injuries	Accidents	Fatalities	Injuries	Accidents	Fatalities	Injuries
Driving on the Wrong side	396	159	679	234	66	357	-40.9	-58.4	-47.4



“Drunken- Driving” traffic violation caused 3.1% of total road accidents and 2.2% of total road accident deaths/ fatalities and 3.4% of total road accident injuries.

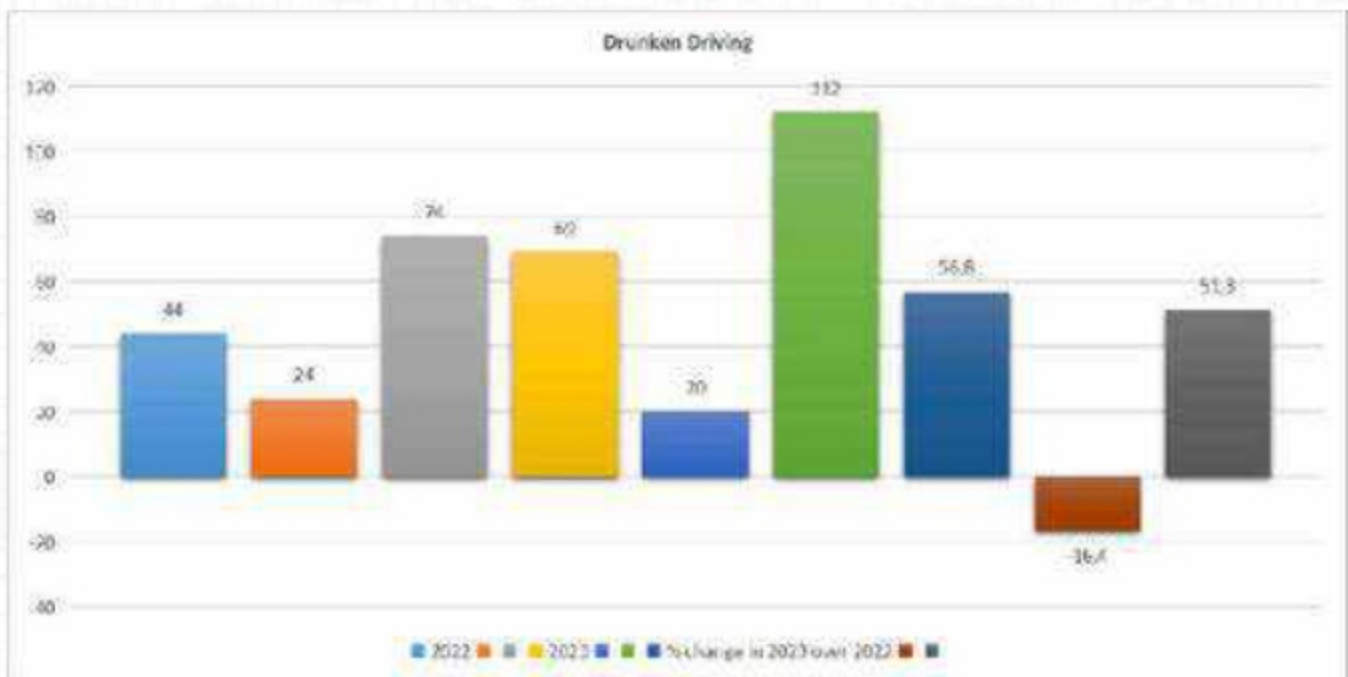
What is worth noting here is the fact that the number of accidents and injuries due to “Drunken Driving” has increased in the year 2023 as compared

to the year 2022. The Drunken- Driving road accidents have increased by 56.8%, the deaths/ fatalities has marginally reduced by 16.4% (4 less deaths due to Drunken Driving in the year 2023 as compared to the year 2022) and the injuries have increased by 51.3% in the year 2023 as compared to the same period last year.

As mentioned before that the State has seen an increase in the road accidents and resultant injuries due to drunken driving rule violation. However, it is worth mentioning here that the Police has also increased its challans under the Drunken- Driving head in the State in the year 2023 as compared to the year 2022. While in the year 2022, 7230 people were challaned by the police across the state for drunken driving violations which in the year 2023 has increased to 8389 challans.

That is Drunken driving challans have increased by 16% in the state. What is further required to curb drunken driving in the state is to ensure that all the offenders challaned for drunken driving violation, their driving licenses should be cancelled. Further, strict implementation of Section 185 of Motor Vehicles Act 1988 will also be an effective deterrent against Drunken driving.

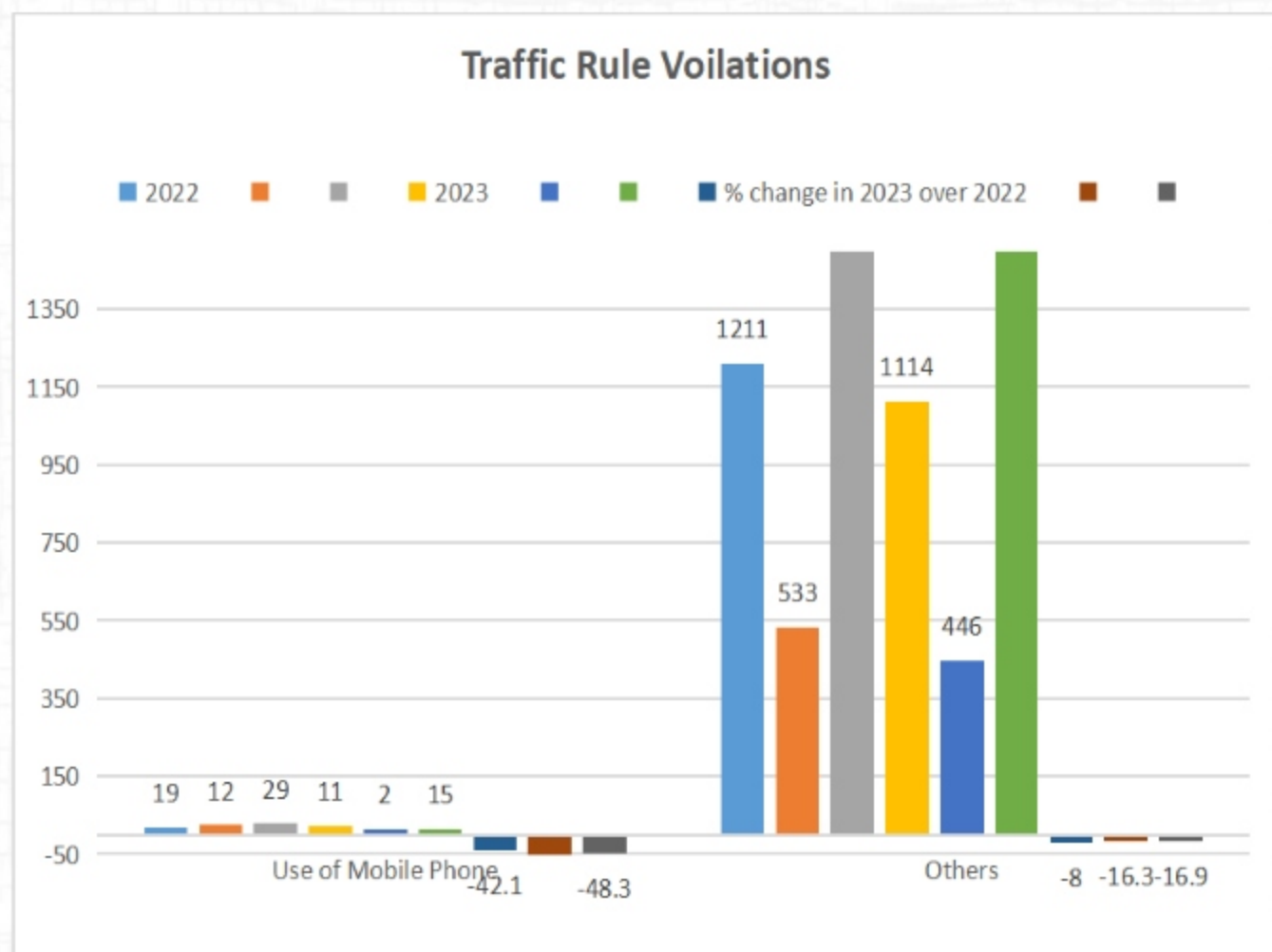
Category	2022			2023			% change in 2023 over 2022		
	Accidents	Fatalities	Injuries	Accidents	Fatalities	Injuries	Accidents	Fatalities	Injuries
Drunken Driving	44	24	74	69	20	112	+56.8	-16.4	+51.3



Use of mobile phone while driving and Jumping Red Light taken together accounted for 0.5% of total accidents. The “Others” category would include reasons like road

environment, vehicular condition etc. accounted for 49.4% of total road accidents, 50.2% of total fatalities and 48.8% of total injuries.

Category	2022			2023			% change in 2023 over 2022		
	Accidents	Fatalities	Injuries	Accidents	Fatalities	Injuries	Accidents	Fatalities	Injuries
Use of Mobile Phone	19	12	29	11	2	15	-42.1	-83.3	-48.3
Others	1211	533	1941	1114	446	1613	-8	-16.3	-16.9



Violations of any traffic rule prima facie constitutes human error or driver's fault. But from the perspective of Road Safety strategy violations such as "Over- Speeding" and "Driving on

the Wrong side" do not just constitute human error, it may be due to lack of education, lack of enforcement, possible fault in the road design.

TRAFFIC RULE VIOLATIONS

Vehicle driven by the untrained and unqualified drivers are serious traffic hazard. During the year 2023, drivers with learners' license and without the valid driving license together constitute 14.2% of total accidents in the state.

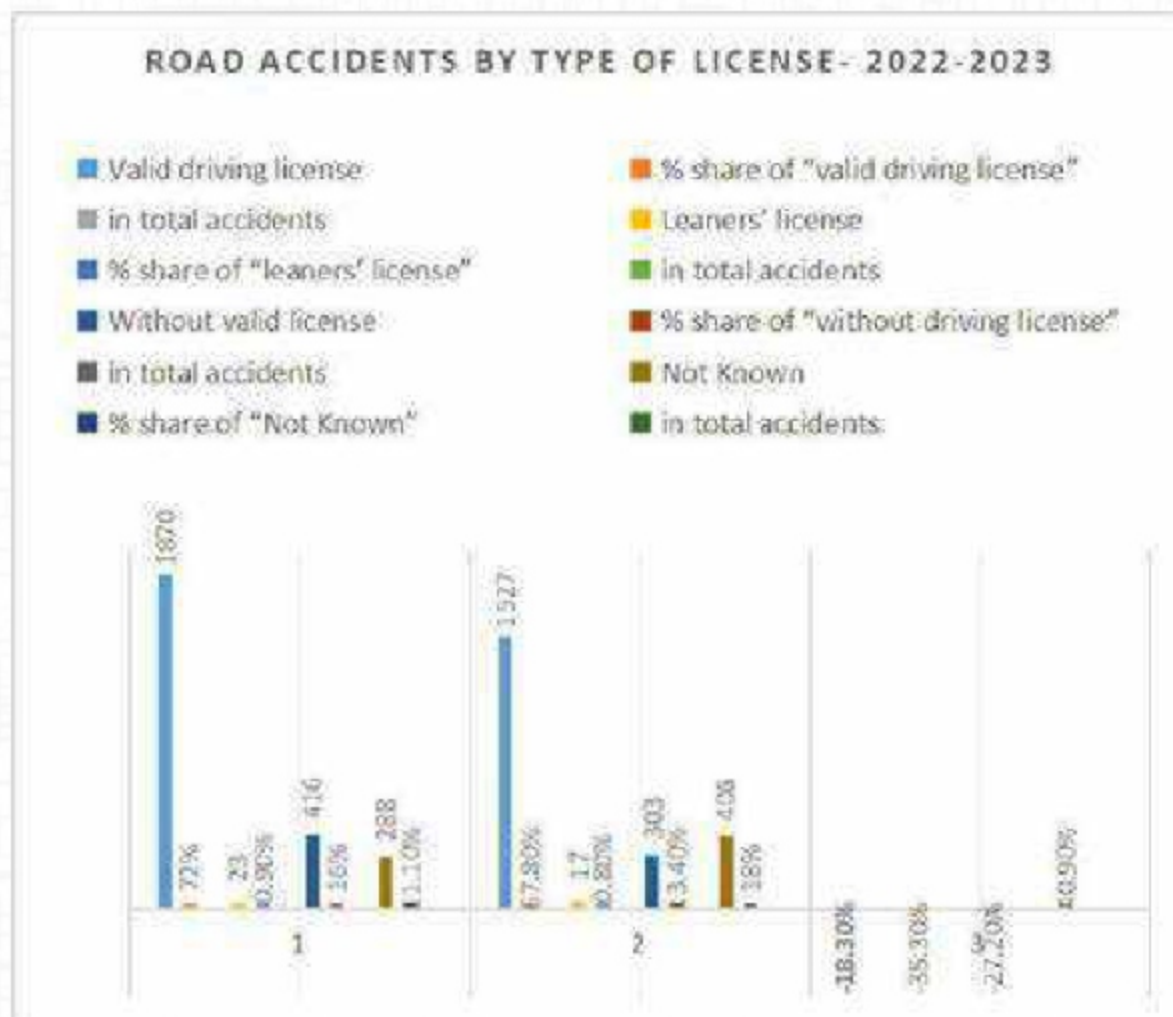
The number of accident cases involving drivers without valid driving license has reduced from 416 in the year

2022 to 303 in the year 2023- that is registering a decrease of 27.2% corresponding to the same period last year.

Accidents involving learner's license has also reduced from 23 in the year 2022 to 17 in the year 2023 registering a decrease of 35.3% over the same period.

Road Accidents by Type of License- 2022-2023

Sr. No.	Type of License	2022	2023	% change in 2023 over 2022
1.	Valid driving license	1870	1527	-18.3%
	% share of "valid driving license" in total accidents	72%	67.8%	
2.	Leaners' license	23	17	-35.3%
	% share of "leaners' license" in total accidents	0.9%	0.8%	
3.	Without valid license	416	303	-27.2%
	% share of "without driving license" in total accidents	16%	13.4%	
4.	Not Known	288	406	+40.9%
	% share of "Not Known" in total	11.1%	18%	



What is worth noticing is the fact that 67.8% of total accidents and 65.7% of total fatal accidents occurred by the people having "Valid Driving" license. Effective and efficient enforcement system will be very effective in

checking driving without the valid driving license. In the year 2023, 17207 offenders were challaned by the police department for driving without the valid driving license.

NON - USE OF SAFETY DEVICES - HELMETS AND SEATBELTS

Usage of safety devices such as helmets and seat belts are critical for averting fatal and grievous injuries in case of road accidents.

Helmets are compulsory/ mandatory for all motorist on two

wheelers, barring few exceptions. During the year 2023, a total of 139 persons were killed who were not wearing helmets. Of the persons killed for not wearing the helmets, 47.5% (66 persons) were drivers and 52% (73 persons) were passengers.

In the year 2022, the number of drivers killed for not wearing helmets were 78.7% (150 persons) and number of passengers killed for not wearing helmets were 21.3% (32 persons).

The number of deaths of two wheelers drivers not wearing helmets has reduced from 150 in the year 2022, to 66 in the year 2023, registering a decrease of 44% in the year 2023 as compared to the year 2022. The reduction in deaths can be linked with the strict enforcement and higher number of challans by the police department for not wearing helmets. Over the years the police department has been strictly challaning the offenders for not wearing the helmets. In the year 2022- 157523

without helmets challans were done by the police which in the year 2023 increased to 190799 registering an increase of 21.1% in the year 2023 as compared to the year 2022.

However, the number of deaths of passengers-pillion, riders for not wearing helmets has increased 1.28 times in the year 2023 as compared to the year 2022. Meaning thereby that the number of passengers killed in road accidents for not wearing the helmets is greater than the number of drivers in the year 2023, highlighting the importance of helmet wearing and need for strict enforcement of the laws w.r.t helmet wearing by the pillion riders.

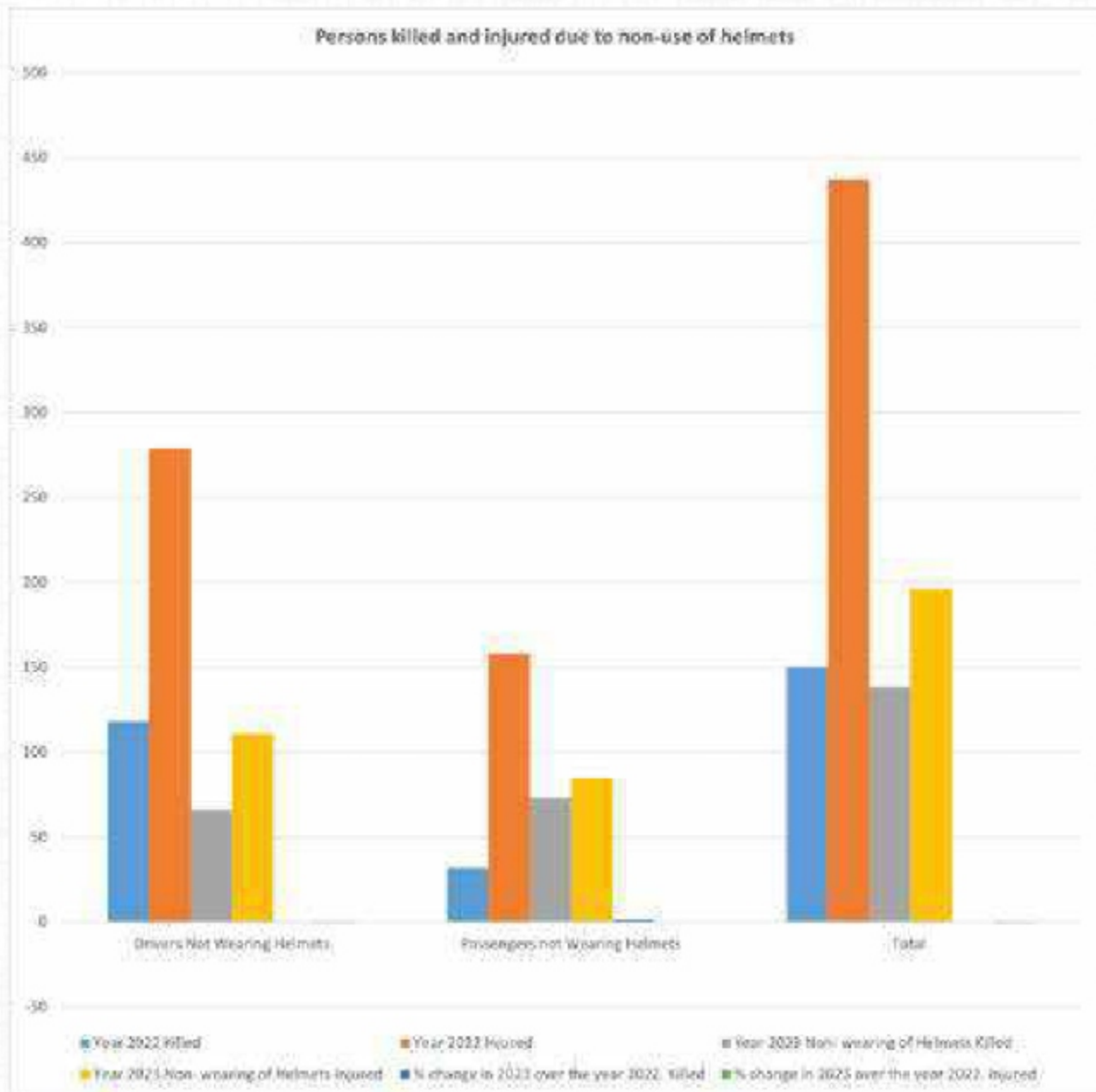
Persons killed and injured due to non-use of helmets

Category	Year 2022 Non- wearing of Helmets		Year 2023 Non- wearing of Helmets		% change in 2023 over the year 2022.	
	Killed	Injured	Killed	Injured	Killed	Injured
Drivers Not Wearing Helmets	118	279	66	111	- 44%	- 60.2%
Passengers not Wearing Helmets	32	158	73	85	+128.1%	- 46.2%
Total	150	437	139	196	-7.3%	- 55.1%

ALWAYS WEAR



HELMET



Non- wearing of seat belt has resulted in 47 deaths and 92 injuries in the year 2023. Out of 47 deaths- 15 deaths (31.9%) were drivers and remaining 32 deaths (68.1%) were passengers.

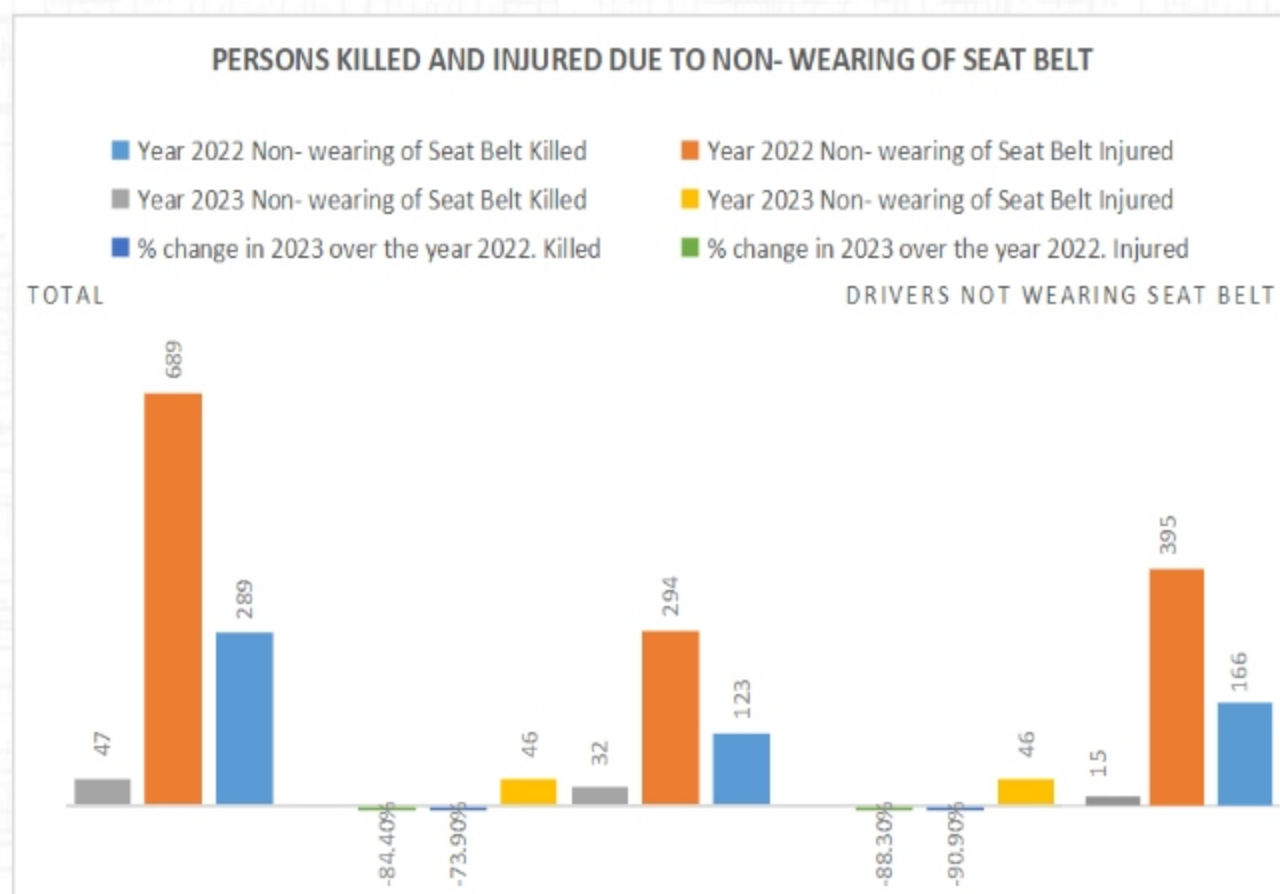
The deaths and injuries due to Non- wearing of seat belt have reduced in the year 2023 compared to the year

2022. In the year 2022, 289 persons died and 689 persons were injured due to Non- wearing of seat belt, which in the year 2023 reduced to 47 deaths/ fatalities and 92 injuries.

Thus the deaths due to Non- wearing of seat belts have reduced by 83.7% and injuries have reduced by 87.9% in the year 2023.

Persons killed and injured due to non- wearing of seat belt

Category	Year 2022 Non- wearing of Seat Belt		Year 2023 Non- wearing of Seat Belt		% change in 2023 over the year 2022.	
	Killed	Injured	Killed	Injured	Killed	Injured
Drivers Not Wearing Seat Belt	166	395	15	46	-90.9%	-88.3%
Passengers Not Wearing Seat Belt	123	294	32	46	-73.9%	-84.4%
Total	289	689	47	92	-83.7%	-87.9%



II ACCIDENTS BY ROAD ENVIRONMENT

The category of road environment includes

1. Accidents happening in a particular geographic area (residential, institutional, market/ commercial area etc.)
2. Accidents related to the type of road features including straight, curved steep, etc.
3. Accidents on the type of junction and type of traffic control,
4. Accidents related to weather condition, etc.

ROAD ACCIDENTS CLASSIFIED BY TYPE OF NEIGHBOURHOOD

Indicators of neighborhood reveals that, there is an increase in the number of accidents, fatalities and injuries around Residential areas, Market and Commercial areas and at Others areas in the year 2023 as compared to the year 2022. However, the accidents around Institutional areas and Open areas has decreased in the year 2023 as compared to the year 2022.

The 2023 accident data reveals that 48.9% of accidents, 56% of deaths/ fatalities and 52.6% of injuries occurred in Open area (an open area is the location which normally do not have any human activities in the vicinity). Market/ Commercial area was in the

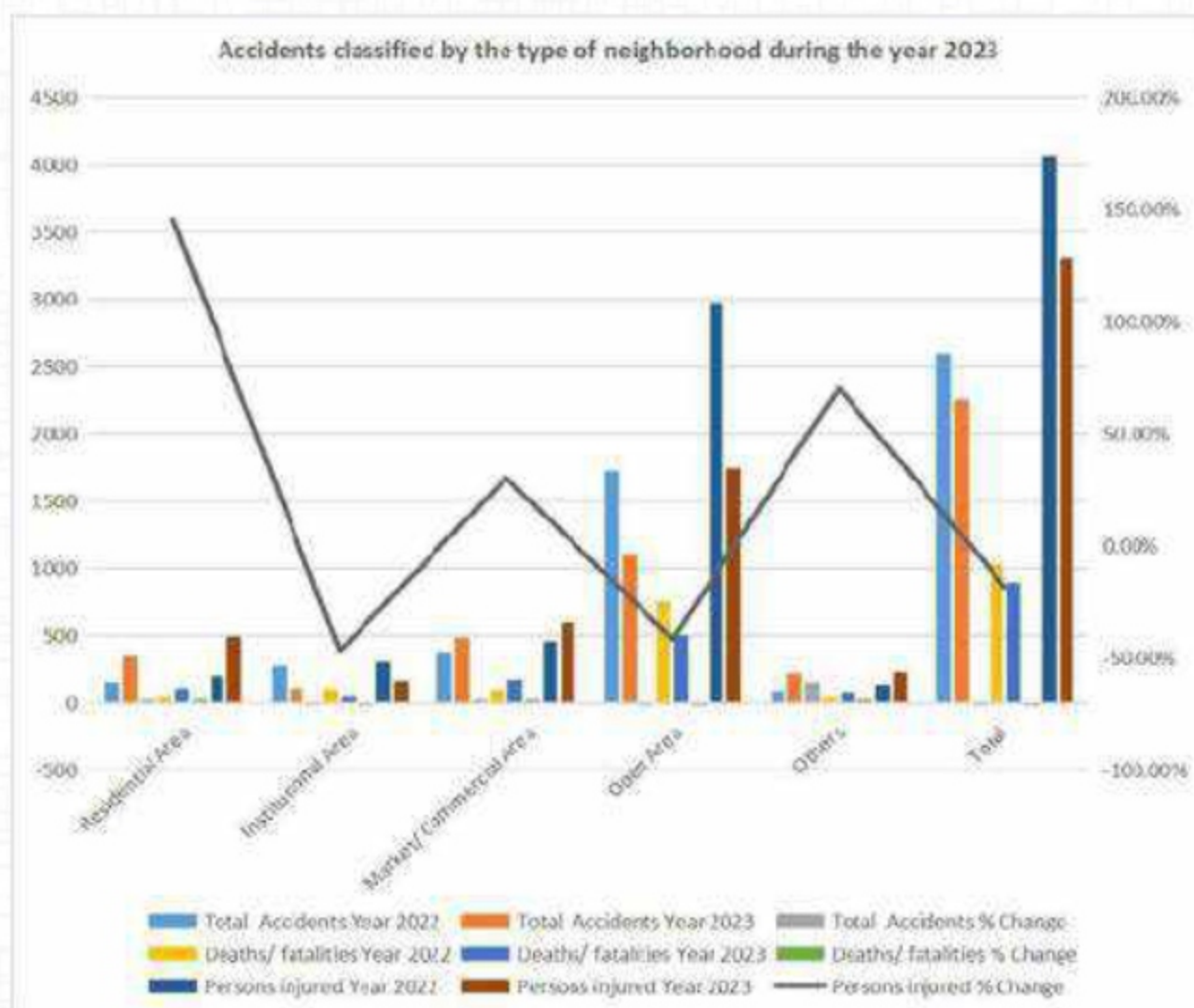
second place with 21.3% of the accidents, 18.7% of deaths/ fatalities and 17.9% of the injuries.

Residential area accounted for 15.6% of accidents, 12.1% of deaths/ fatalities and 14.8% of injuries.

Institutional area accommodating institutions such as schools, colleges, hospitals, large Government establishments also tend to have traffic congestion on account of vehicular and pedestrian traffic. In the year 2023, 4.5% of the accidents, 5.2% of the deaths/ fatalities and 4.8% of the injuries, took place around Institutional areas.

**Accidents classified by the type of neighborhood
(Residential area, institutional area, Commercial/ Market area,
Open area etc. during the year 2023.**

Area	Total Accidents			Deaths/ fatalities			Persons injured		
	Year 2022	Year 2023	% Change	Year 2022	Year 2023	% Change	Year 2022	Year 2023	% Change
Residential Area	147	351	+138.8%	43	108	+151.2%	199	488	+145.2%
Institutional Area	274	102	-62.8%	94	46	-51.1%	302	160	-47%
Market/ Commercial Area	369	479	+29.8%	95	166	+74.3%	456	594	+30.3%
Open Area	1719	1103	-35.8%	760	498	-34.5%	2975	1740	-41.5%
Others	88	218	+147.7%	40	71	+77.5%	131	223	+70.2%
Total	2597	2253	-13.2%	1032	889	-13.9%	4063	3304	-18.7%



The above data reveals that the accidents, deaths/ fatalities and injuries around institutional areas and in open areas have decreased in the year 2023 as compared to the year 2022. There can be two broad reasons for the reduction of accidents around Institutional areas

- (a) Better enforcement of traffic rules in institutional areas
- (b) The positive social impact of the road safety awareness done at the school and college level by the road safety clubs in these institutes.

With respect to the reduction of accidents around open areas this could be due to the installation of the ITMS on the National Highways and State Highways. These devices have been

very effective in unmanned challaining with respect to offences of over-speeding, without seat belt, without helmet, idle parking and triple riding etc. The ITMS have been installed at 64 sites across the state as on date.

In the year 2024 till December 2024, 334589 challans have been done using ITMS. Thus this technology intervention has helped in checking motor vehicles act violations at places which were earlier unmanned by the police especially on the open areas. Further, the road safety funds to the tune of Rs. 6,83,37,000/- were given to the police department in the year 2024-25 which also includes funds for installation of 20 additional ITMS in the State.

ROAD ACCIDENTS CLASSIFIED BY ROAD FEATURES

Road features such a sharp curves, steep grades, pot holes tends to be accident prone, for it require skill and extra care with alertness to negotiate these road features.

During the year 2023, there was decrease in the accidents on the “Straight Roads, Curved Roads and Ongoing Road Works/ Under Construction”. However, incase of accidents on the “Bridges, Culvert, Pot Holes, Steep Grade and Others” road features have seen an increase in the accidents in the year 2023.

Accidents data for the year 2023 reveals that 40.8% (919) of total accidents, 38.5% (342) deaths/ fatalities and 37.3% (1233) of total injuries occurred on the straight roads. Though the road accidents, deaths/ fatalities and injuries on the straight roads have decreased in the year 2023, and compared to the year 2022, still this road feature contributed to the highest number of total accidents, deaths and injuries. Vehicle speeds tends to be high on straight road in open area which corroborates the high percentage of road accidents, persons killed and injured on these roads.

The data suggest that even on straight road stretches road safety measures should not be ignored.

Second most number of road accidents occurred on curved road. Himachal being hill State has high number of blind curves which affects the visibility of driver and causes road accidents. In the year 2023, 24.9%

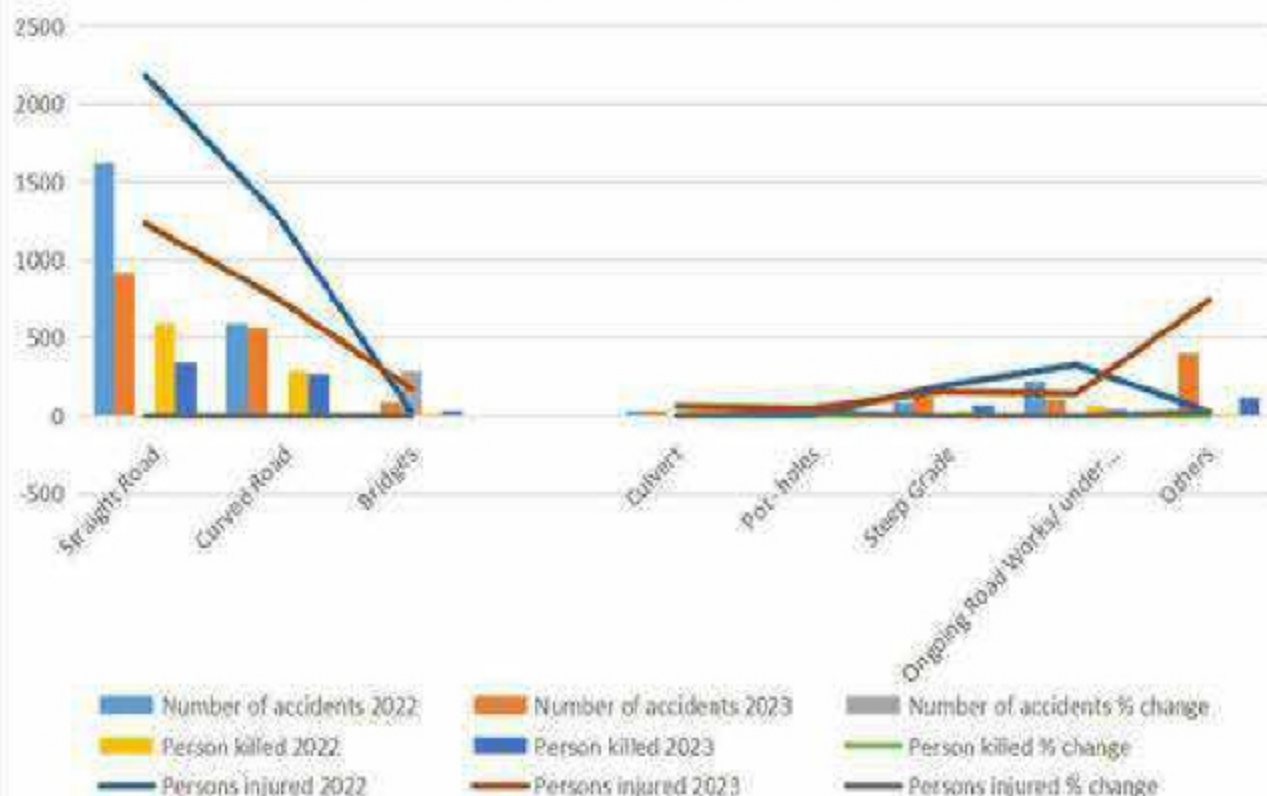
(563) of accidents, 29.7% (264) of deaths/ fatalities and 22.7% of injuries occurred on the curved roads.

Bridges, Culverts, Pot Holes, Steep Grade and Ongoing Road Works/ Under Construction together constitutes for 16.4% of accidents, 19.1% of deaths/ fatalities and 17.6% of injuries in the year 2023.

Accidents, Persons killed and Injuries by Road Features

Road feature	Number of accidents			Person killed			Persons injured		
	2022	2023	% change	2022	2023	% change	2022	2023	% change
Straight Road	1621	919	-43.3%	589	342	-41.9%	2184	1233	-43.5%
Curved Road	597	563	-5.7%	288	264	-8.3%	1279	750	-41.3%
Bridges	24	92	+283.3%	14	34	+142.9 %	27	174	+544.4%
Culvert	33	34	-3.03%	31	12	-61.3%	5	63	+116%
Pot- holes	2	18	+800%	2	7	+250%	2	49	+2350%
Steep Grade	90	118	+31.1%	36	71	+97.2%	194	154	-20.6%
Ongoing Road Works/ under construction	219	107	+104.7%	70	46	-34.2%	325	141	-56.6%
Others	11	402	+355.5%	2	113	+55.5%	27	740	+2692.6%

Accidents, Persons killed and Injuries by Road Features



The road accidents classified by road features represents the case for the road engineering departments to implement the engineering solutions to ensure that the road accidents are reduced even if there is possible human fault. The road accidents on the curved roads, culverts, pot- holes, and ongoing construction etc. needs to be the focus of attention for the road owing agencies.

In addition the installation of proper signage w.r.t the speed limits, cautions signs and other appropriate sign at the appropriate spots can also contribute to the reduction of road accidents.

The one of the reasons for the reduction in road accidents seen in the year 2023, as compared to the year 2022, is due to the fact that the road owing agencies have corrected all the 147 black spots identified in the year 2018 in the state. Further, the road owing agencies had identified 1438 vulnerable spots in the State and out of these 1438 vulnerable spots the State has corrected 1021 have been rectified and only 417 spots are left which will be rectified in the coming time as per the fund availability.

Accidents Classified According to Junction Type

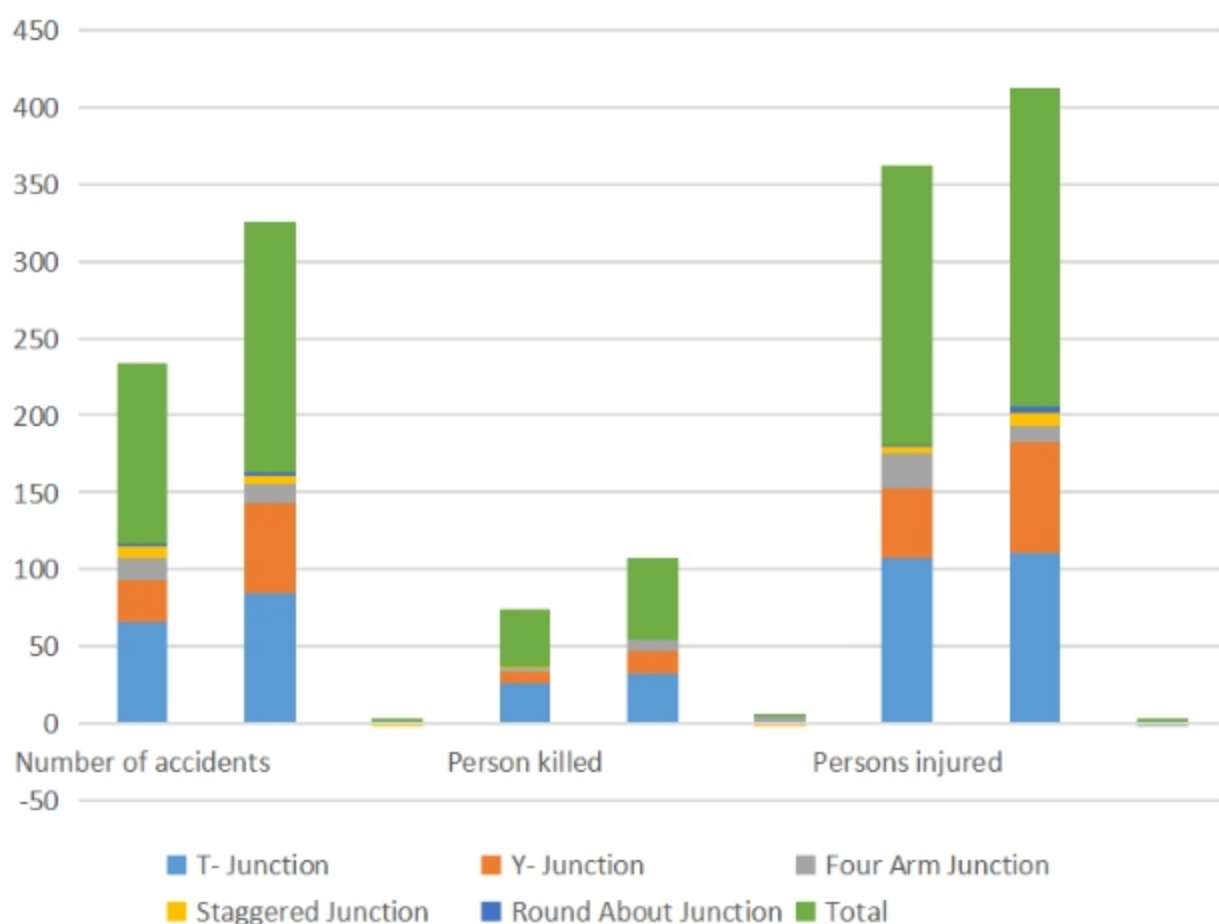
The road junctions are points where traffic merges and hence are prone to accidents. In the year 2023, 7.23% (163) of the accidents took place at the various type of junctions. In these accidents 54 persons died and 206 persons were injured.

Of the total 163 accidents that took place on these junctions 85

(52.1%) of accidents took place on the “T- Junction”, 58 (35.6%) of accidents took place on the “Y- Junction”. Together “Four Arm Junction, Staggered Junction and Round about Junction” contribute to 12.3% of accidents, 12.9% of deaths/ fatalities and 11.2% of injuries.

Junction Type	Number of accidents			Person killed			Persons injured		
	2022	2023	% change	2022	2023	% change	2022	2023	% change
T- Junction	66	85	+28.8%	26	32	+23.1%	107	111	+3.7%
Y- Junction	27	58	+53.4%	7	15	+114.3%	45	72	+60%
Four Arm Junction	15	13	-13.3%	2	7	+250%	23	10	-56.5%
Staggered Junction	7	5	-28.6%	2	0	-100%	5	9	+80%
Round About Junction	2	2	0	0	0	0	1	4	+300%
Total	117	163	+39.3%	37	54	+45.9%	181	206	+13.8%

Accidents by the Type of Road Junctions in Himachal 2022-2023



TRAFFIC CONTROL

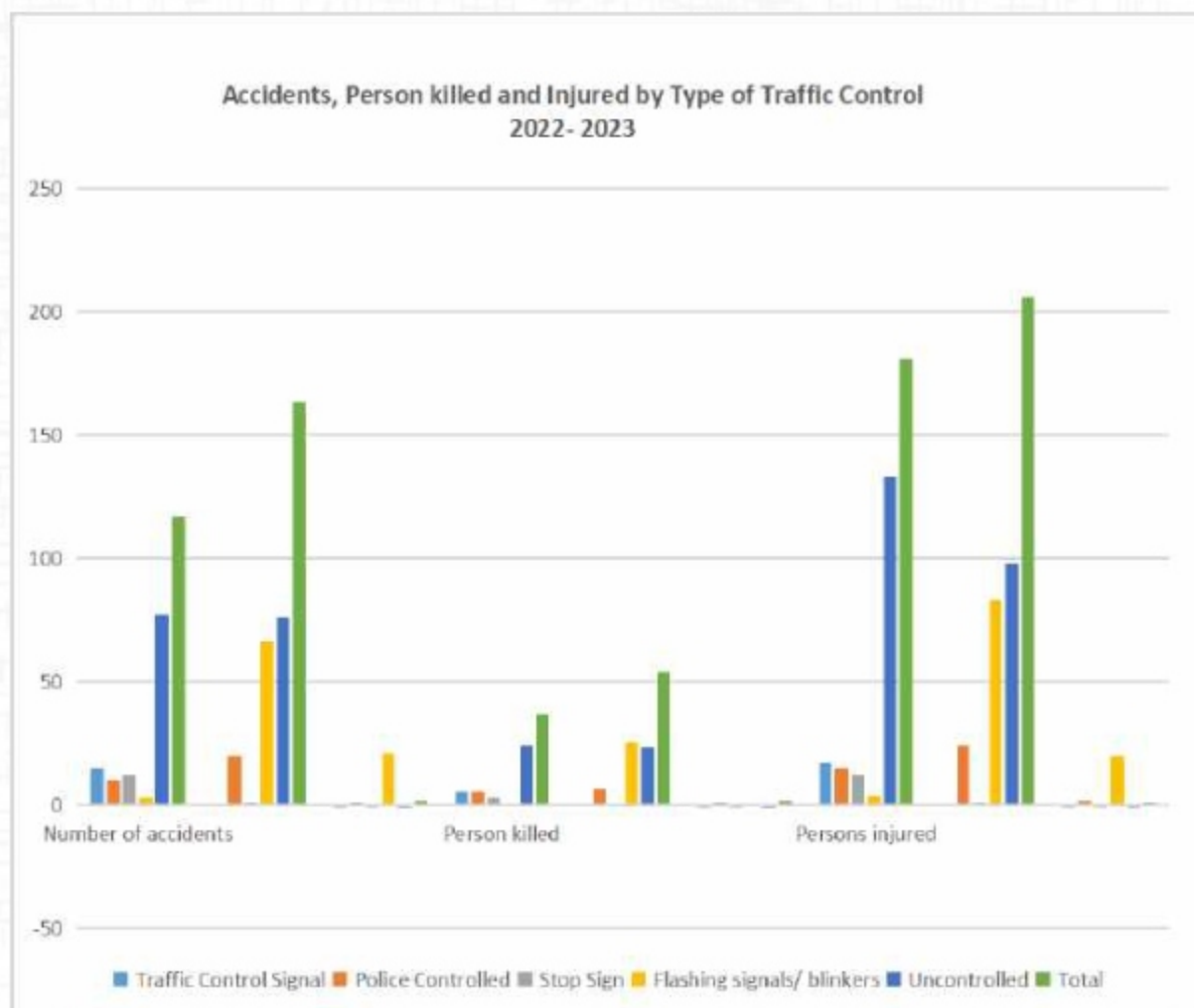
Different junction have different types of traffic control measures such as traffic light signals, police controlled signals, stop sign signals, flashing signals/ blinkers and uncontrolled signals. The accident data for the year 2023, reveals that following the last year trends the highest number of accidents, deaths and injuries took

place on the uncontrolled signals.

In the year 2023, 46.6% of the accidents, 42.6% of the deaths/ fatalities and 47.6% of the injuries took place on the “Uncontrolled Signals”, 40.5% of the accidents, 46.3% of the deaths/ fatalities and 40.3% of the injuries took place on the “Flashing signal/ blinkers” in the year 2023.

Accidents, Persons killed and Injuries by Road Features

Junction Type	Number of accidents			Person killed			Persons injured		
	2022	2023	% change	2022	2023	% change	2022	2023	% change
Traffic Control Signal	15	0	-100%	5	0	-100%	17	0	-100%
Police Controlled	10	20	+100%	5	6	+20%	15	24	+60%
Stop Sign	12	1	-91.7%	3	0	-100%	12	1	-91.7%
Flashing signals/ blinkers	3	66	+2100%	0	25		4	83	+1975%
Uncontrolled	77	76	-1.29%	24	23	-4.16%	133	98	-26.3%
Total	117	163	+39.3%	37	54	+45.9%	181	206	+13.8%



The analysis of the above road accident data indicates the fact that the accidents on the Flashing signals/ blinkers have increased greatly in the State in the year 2023. However the road accident data published at the

India level for the year 2022 indicates that at the all India Level the accidents on the Flashing signal/ blinkers have reduced with the installation of Flashing signal/ blinkers.

ROAD ACCIDENTS BY WEATHER CONDITION

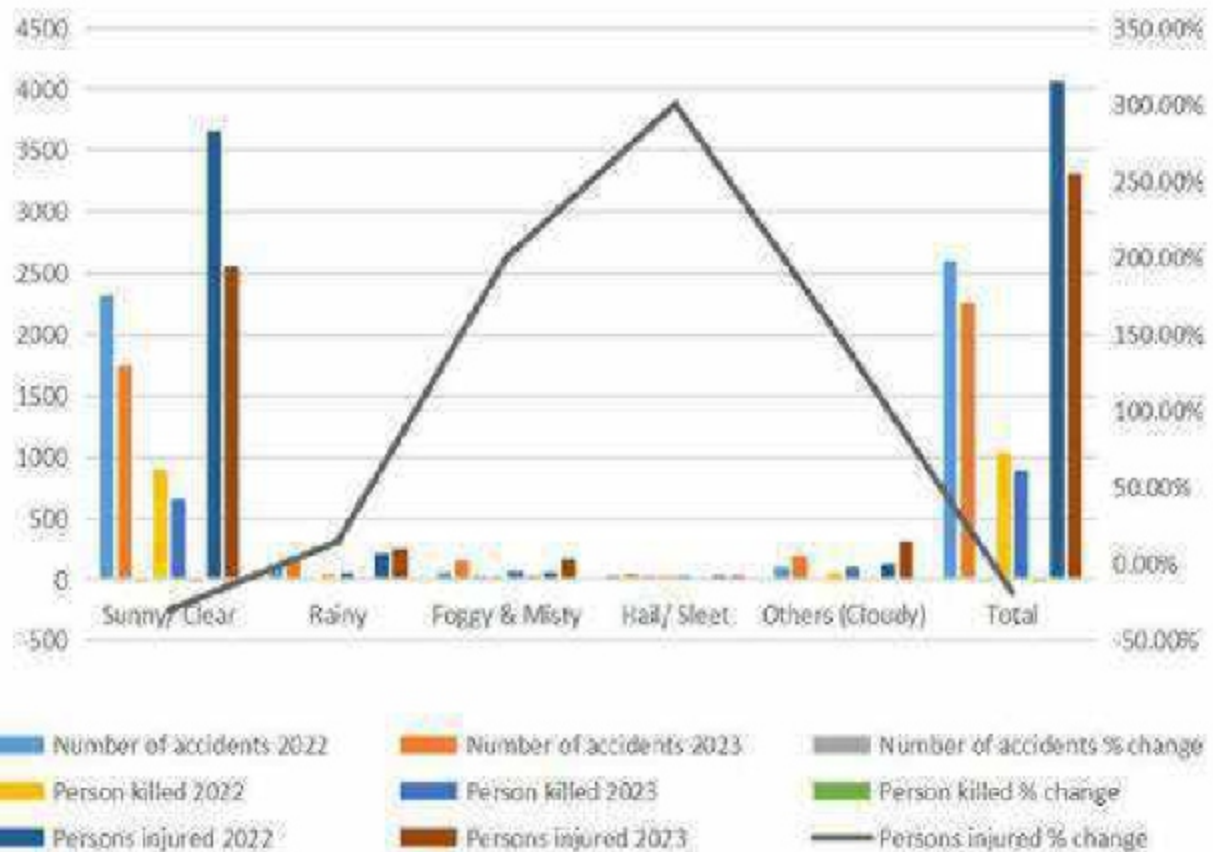
Weather condition affect road surface conditions and visibility of the motorist, thereby increasing the chances of mishaps. Adverse weather conditions such as heavy rains, thick fog, snow, hail storms makes driving riskier as visibility reduces and road surface gets slippery. Especially in hill terrain/ topographic conditions as that of Himachal Pradesh the adverse weather condition also induces land-slides, mud-flows etc.

The accident data for the year 2023 shows that adverse weather conditions contributes to 22.5% of total road accidents and 26.1% of total road accidents related deaths. Whereas 77.5% of total road accidents and 73.9% of total road accident related deaths took place under sunny/ clear weather condition.

Road Accidents by Weather Condition 2022-2023

Weather Condition	Number of accidents			Person killed			Persons injured		
	2022	2023	% change	2022	2023	% change	2022	2023	% change
Sunny/ Clear	2314	1746	-24.5%	899	657	-26.9%	3658	2554	-30.2%
Rainy	125	146	+16.8%	46	51	+10.9%	217	249	+14.7%
Foggy & Misty	50	152	+204%	26	71	+173%	56	168	+200%
Hail/ Sleet	3	15	+400%	2	3	+50%	7	28	+300%
Others (Cloudy)	105	194	+84.7%	59	107	+81.3%	125	305	+144%
Total	2597	2253	-13.2%	1032	889	-13.9%	4063	3304	-18.7%

Road Accidents by Weather Condition 2022-2023



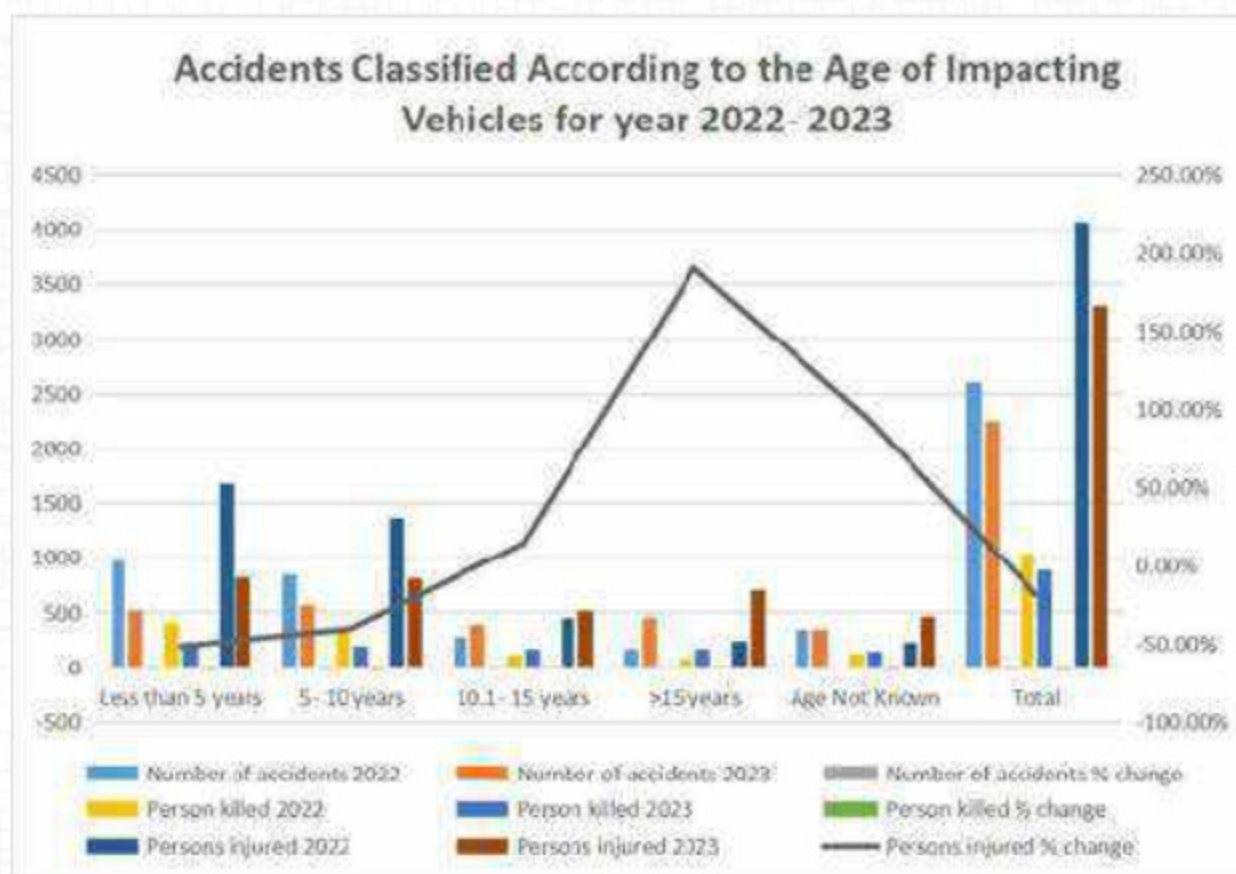
III. ACCIDENTS CLASSIFIED BY VEHICULAR CONDITION

Age of vehicles involved in road accidents is meant to show the prevalence of aged, over aged vehicles on roads. In accident due to vehicular defects, one normally assumes that old vehicles tend to have more frequent malfunction and their number and share accidents is high. In 2023, a total of 517(22.9%) of road accidents happened involving vehicles less than 5 years age in these 517 road accidents 199 deaths/fatalities occurred.

In the year 2023, vehicles with age up-to 10 years accounted for more than 47.8% of road accidents and 44.5% of accident deaths. The vehicle with age between 10 to 15 years accounted for 17.2% of accidents and 19.1% of road accident deaths. The vehicles with age over 15 years old accounts for 19.8% of accidents and 19.5% of road accident deaths. The vehicles whose age is not known accounted for 15.2% of accidents and 16.9% of road accident deaths.

Accidents Classified According to the Age of Impacting Vehicles for year 2022- 2023

Age of vehicle	Number of accidents			Person killed			Persons injured		
	2022	2023	% change	2022	2023	% change	2022	2023	% change
Less than 5 years	965	517	-36.1%	403	199	-50.6%	1678	815	-51.4%
5- 10 years	837	559	-33.2%	319	197	-38.2%	1357	812	-40.2%
10.1- 15 years	276	387	+40.2%	108	170	+57.4%	452	516	+14.2%
>15 years	176	447	+153.9%	81	173	+113.6%	242	704	+190.1%
Age Not Known	343	343	No Change	121	150	-23.9%	234	457	+95.3%
Total	2597	2253	-13.2%	1032	889	-13.9%	4063	3304	-18.7%



In order to check and to ensure that only fit vehicles ply on the roads the police department has challaned 1238

offenders under the “without fitness certificate of transport vehicles” in the year 2023.

OVERLOADING

Overloaded vehicles and vehicles with loads protruding/ hanging out are road traffic hazard, risking accident for itself and also for other road users.

In the year 2023, “Overloaded” vehicles accounted for 30 (1.33%) to the total accidents, 34 (3.82%) accident related fatalities and 86 (2.6%) accident related injuries. The accidents because of overloaded vehicles have decreased in the year 2023 when compared to the year 2022. In the year 2022- 91

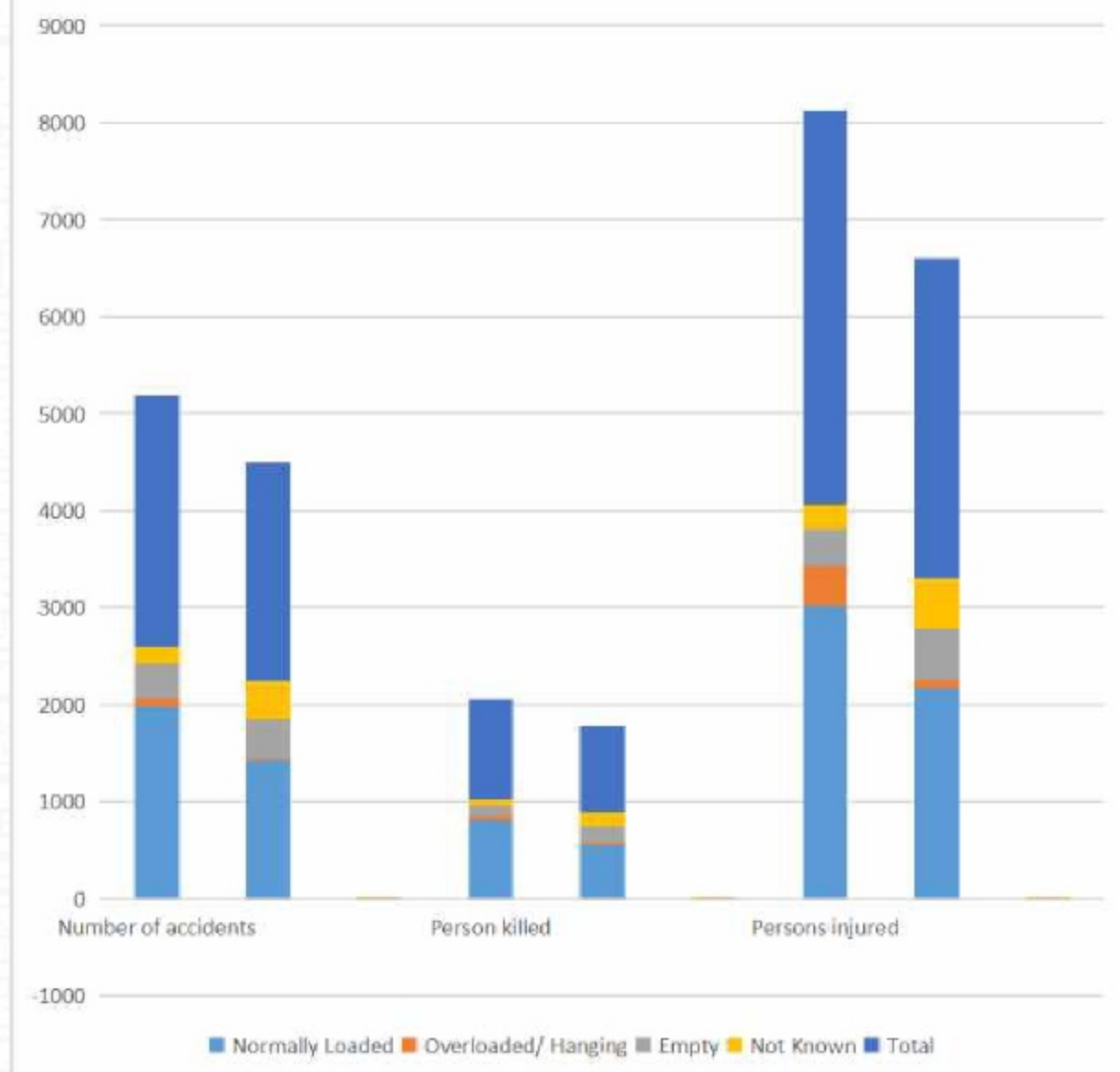
overloaded/ hanging accidents occurred in which 57 fatalities occurred, which in the year 2023 has decreased to 30 road accidents in which 34 fatalities occurred. The accidents due to overloading/ hanging decreased by 62.6% and fatalities increased by 40.3%.

Further, it may be noted that largest number of accidents, accidents related deaths and injuries were recorded in vehicles which are use normally loaded.

Accidents Classified According to the Load Condition during the Year 2022- 2023

Load in the vehicle at the time of incident	Number of accidents			Person killed			Persons injured		
	2022	2023	% change	2022	2023	% change	2022	2023	% change
Normally Loaded	1982	1414	-28.7%	798	546	-31.6%	3011	2178	-27.7%
Overloaded/ Hanging	91	30	-67.8%	57	34	-40.3%	415	86	-79.3%
Empty	356	412	+13.6%	114	172	+50.9%	379	519	+36.9%
Not Known	168	397	+136.3%	63	137	+117.4%	258	521	+101.9%
Total	2597	2253	-13.2%	1032	889	-13.9%	4063	3304	-18.7%

Accidents Classified According to the Load Condition during the Year 2022-2023



The above data with respect to load condition of the vehicles indicates that the accidents with respect to “Normally Loaded” and “Over-loading/ Hanging cargo” has reduced in the year 2023 as compared to the year 2022.

The reduction in the accidents

due “Over- loading/ Hanging cargo” is due to strict implementation of laws against “Over- loading/ Hanging cargo” in the state. In the year 2023, police challaned- 1083 goods vehicles for “Over- loading/ Hanging cargo” and 67 private buses and 27 Govt. buses were challaned for overloading in the state.

ओवरलोडिंग?

जान का खतरा, माल का खतरा,
ऊपर से चालान
और नुकसान !



ओवरलोडिंग जुर्माना रु20,000 और
अतिरिक्त भार के लिए रु 2,000 प्रति
टन और अतिरिक्त अनलोडिंग करने के
चार्जस अलग।



परिवहन विभाग, हिमाचल प्रदेश

कार में बैठे प्रत्येक व्यक्ति

सीट बेल्ट

जरूर लगाएं ...

मृत्यु और चोट

से बचे जाएं



परिवहन विभाग, हिमाचल प्रदेश



ROAD ACCIDENT AND FATALITIES



SECTION - 4

ROAD ACCIDENT AND FATALITIES

Roads have been very vital infrastructure for economic growth of State of Himachal. In the absence of any other suitable and viable modes of transportation like ropeways, railways and waterways etc. roads play a vital role in boosting the economy of the State. The total length of the road in the State was 41,048 Kilometers in the year 2022, which in the year 2023 has increased to 41,203 Kilometers. The total road length in the State has increased by 0.4% in the past one year.

The total number of registered vehicles in the State till 31st December, 2022 was 21,16,090 which has increased to 22,43,553 till 31st December, 2023. The population of registered vehicles have increased by 6.02% in the last one year. The expansion of road network, surge in motorization and rising population contribute towards increasing road accidents and related road accident injuries and fatalities.

In Himachal in the year, 2023- 2253 road accidents occurred which claimed 889 lives and 3304 people were injured. The number of total road accidents, deaths/ fatalities and injuries from year 2016 till the year 2023 have been shown in the table given below.

Road Accident data for the period from 2016 to 2023

Year	Accident	Deaths/ fatalities	Injuries
2016	3168	1271	5764
2017	3114	1203	5452
2018	3110	1208	5551
2019	2873	1147	4903
2020	2239	893	3223
2021	2404	1,052	3454
2022	2597	1032	4063
2023	2253	889	3304

BE A GOOD



SAMARITAN



LONG RUN TREND IN ROAD ACCIDENT FATALITIES

With some fluctuations the trends in the number of accidents in the State remains approximately around 2500 in these road accidents around 1000 deaths and around 3500 to 4000 injuries in year. However, it is worth mentioning that in the year the number of road accidents, road accidents deaths/fatalities and injuries have remained the same as recorded around the COVID year of 2020.

Category wise distribution of fatalities across various category of roads reveals that National Highways with 6.2% of the road length network in the State accounted for 47.6% of total road accident deaths in the year 2023. All other roads with 93.8% of road length network contributed to 52.4% of road accident deaths.

FATAL ROAD ACCIDENT BY THE CATEGORY OF ROADS

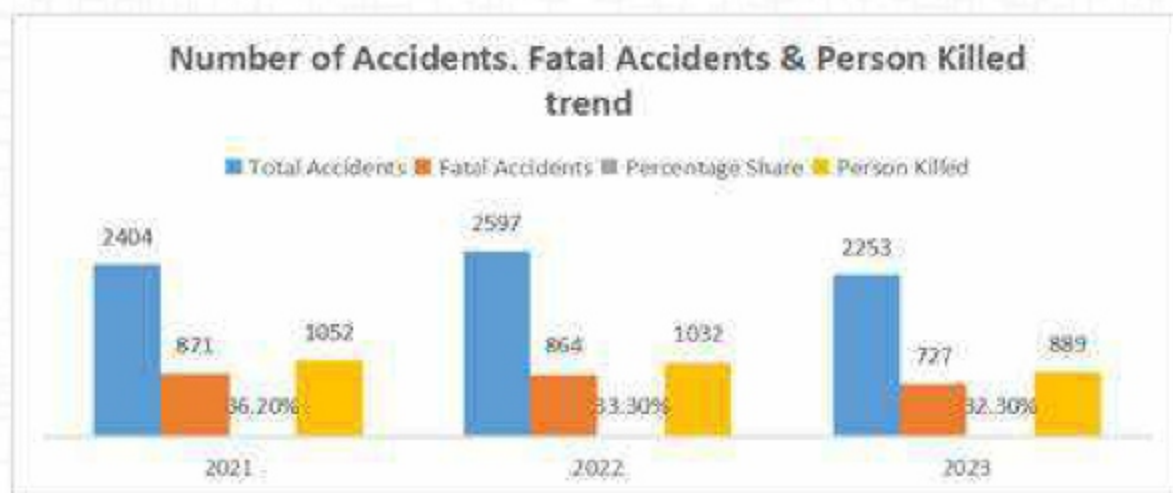
A road accident which causes or results in the death of one or more person is a fatal accident. In the year 2023, out of 2253 road accidents in the State 727 (32.3%) were fatal accidents.

The trend of fatal road accidents

in the year 2023, by category of roads shows that 305 (41.9%) of total road accidents took place on the National Highways, 147 (20.2%) took place on the State Highways (MDRs) and 275 (37.8%) on the Other Roads.

Trends in the number of Accidents, Fatal Accidents and number of persons killed from 2021 till 2023

Year	Total Accidents	Fatal Accidents	Percentage Share	Person Killed
2021	2404	871	36.2%	1052
2022	2597	864	33.3%	1032
2023	2253	727	32.3%	889

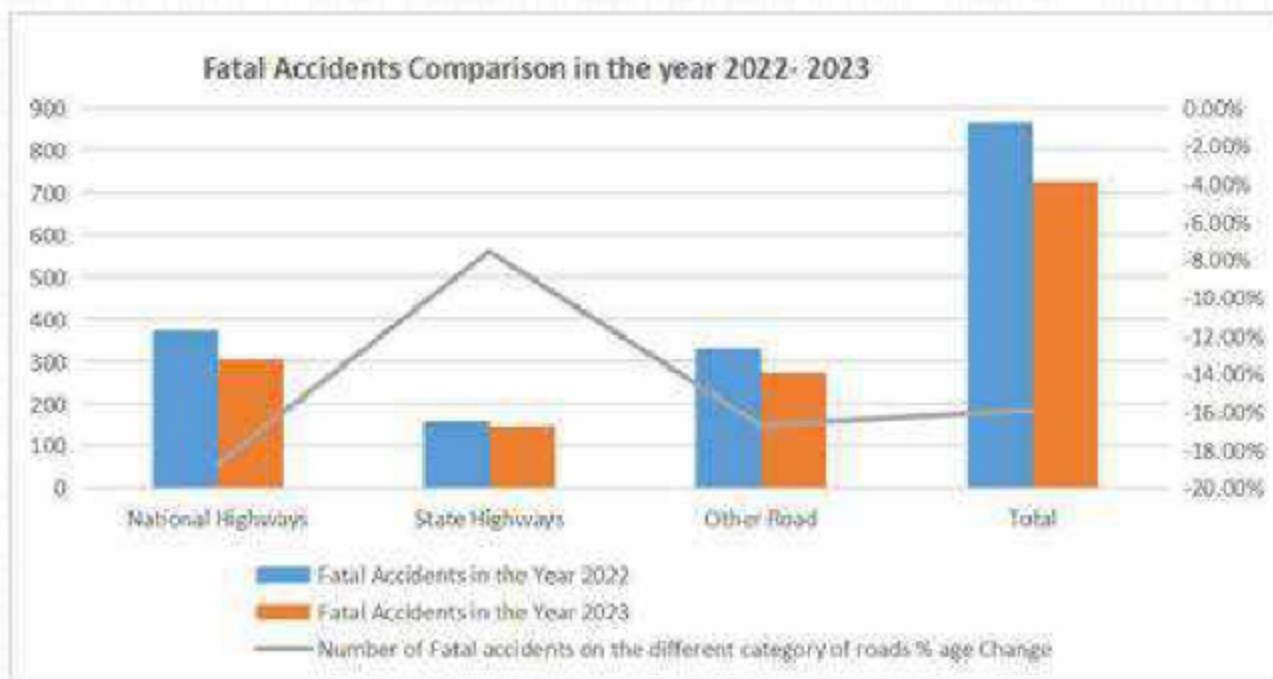


The trend of fatal road accidents by the category of road represents that in the year 2023 the highest number of fatal road accidents took place on the National Highways. 41.9% (305) of the total fatal road accidents took place on

the National Highways, 20.2% (147) of the total fatal accidents State highways and 37.8% (275) total road accidents took place on the Other roads in the year 2023.

Fatal Accidents Comparison in the year 2022- 2023.

Type of Road	Number of Fatal accidents on the different category of roads		
	Year 2022	Year 2023	% age Change
National Highways	375	305	-18.7%
State Highways	159	147	-7.54%
Other Road	330	275	-16.7%
Total	864	727	-15.9%



The above table highlights that the fatal road accidents have decreased in all the categories of road in the year 2023 as compared to the year 2022. The

overall reduction in the fatal accidents in the year 2023 as compared to the year 2022 is 15.9%.

FATALITY RATE

Fatality rate in road accident scenario is explained as “road accidents fatalities relative to the vehicular population in the area”. It is measured by the number of road accident fatalities per 10,000 vehicles.

The fatality rate is very useful for:

1. Comparing road safety across States/ District/ region particularly those with similar levels of motorization.
2. Comparing the number of road fatalities in relation to the number of vehicle- kilometer driven (total distance travelled by motor vehicles)

may provide a better indicator for assessing the risk of travelling on a given road network.

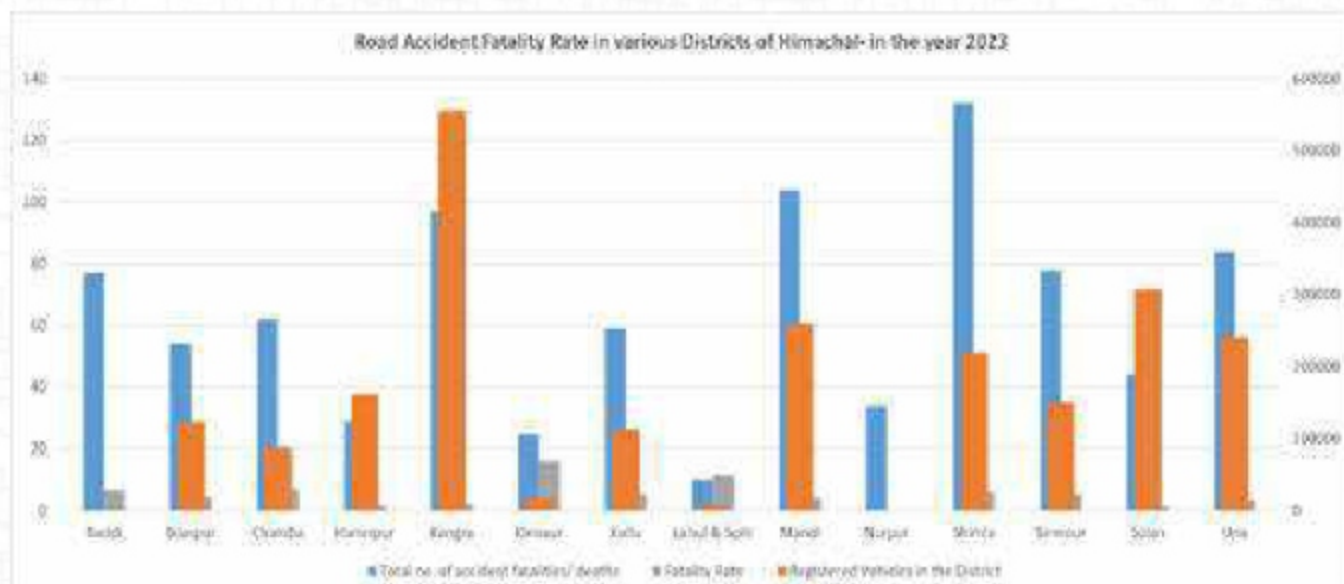
3. Number of traffic deaths in relation to the number of registered vehicles sometime may serve as an approximate for the fatality rate in the absence of data on distance travelled.

Road traffic related fatality rate in Himachal for the year 2023 was 3.96. While the National average fatality rate in the year 2022 was 5.2, the fatality rate for the Himachal Pradesh for the year 2022 was- 4.87 indicating that the fatality rate of Himachal was less than the fatality rate of India.

Road Accident Fatality Rate in various Districts of Himachal- in the year 2023.

Sr. No.	District	Total no. of accident fatalities/ deaths	Registered Vehicles in the District	Fatality Rate
1.	Baddi	77	1,14,924	6.7
2.	Bilaspur	54	1,23,783	4.32
3.	Chamba	62	88,121	7.0
4.	Hamirpur	29	1,61,802	1.79
5.	Kangra	97	5,55,731	2.35
6.	Kinnaur	25	15,419	16.21
7.	Kullu	59	1,13,473	5.19
8.	Lahul & Spiti	10	8,647	11.56
9.	Mandi	104	2,59,525	4.00
10.	Nurpur	34		
11.	Shimla	132	2,19,366	6.01
12.	Sirmour	78	1,49,794	5.2
13.	Solan	44	3,06,785	1.43
14.	Una	84	2,41,217	3.48
State Average		889	22,43,663	3.96

Note: for the purpose of calculating the fatality rate the deaths in the Police District of Kangra and Nurpur are added and taken in District Kangra and Police District of Baddi and Solan are taken in District Solan.



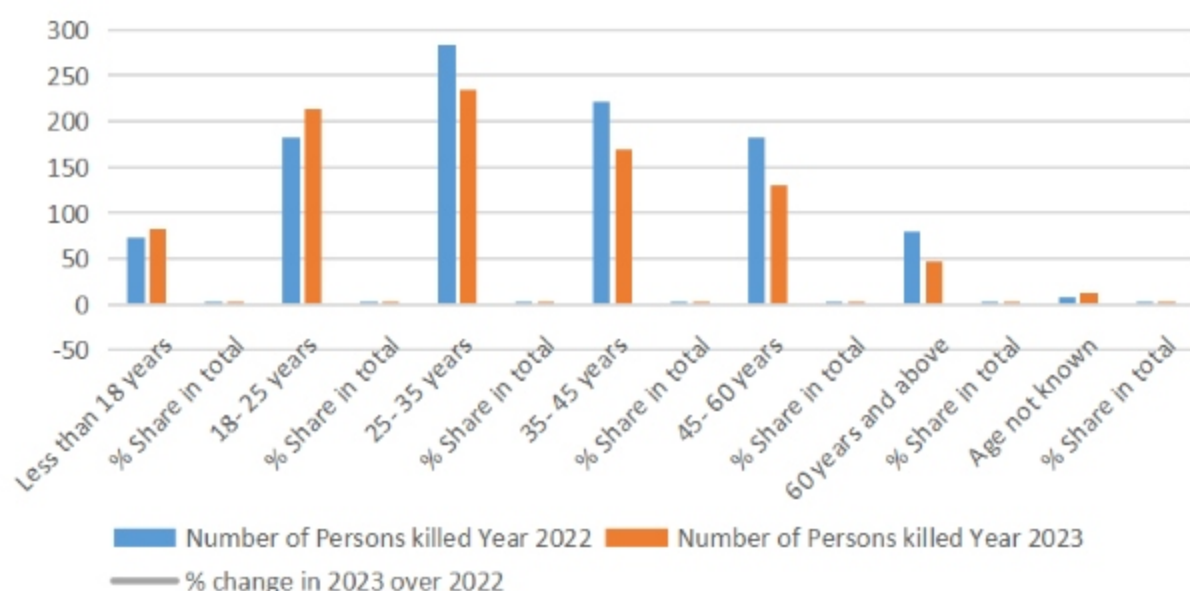
AGE PROFILE OF ROAD ACCIDENT VICTIMS

Age profile of the fatal road accident victims during the last two years presented in the table below

Age profile of Fatal Road Accident victims during 2022- 2023

Age- group	Number of Persons killed		%age change in 2023 over 2022
	Year 2022	Year 2023	
Less than 18 years	73	82	+12.3%
% Share in total	7.1%	9.2%	
18- 25 years	183	214	+14.5%
% Share in total	17.7%	24.1%	
25- 35 years	284	235	-17.3%
% Share in total	27.5%	26.4%	
35- 45 years	222	170	-23.4%
% Share in total	21.5%	19.1%	
45- 60 years	182	130	-28.6%
% Share in total	17.6%	14.6%	
60 years and above	80	46	-42.5%
% Share in total	7.8%	5.2%	
Age not known	8	12	+50%
% Share in total	0.8%	1.3%	
Total	1032	889	-13.9%

Age profile of Fatal Road Accident victims during 2022-2023



The age group between 18 to 45 years accounted for 69.6% of total accidental deaths in the year 2023. Road accident victims largely constitutes young people in the productive age underscoring major implication on socio-economic cost of the nation, apart from their emotional and psychological impact on family, society and nation.

The working age group of 18- 60

years accounted for 84.3% of the total road accident deaths in the country. What is more alarming is the fact that the deaths of the juveniles' i.e under 18 years have increased in the year 2023 as compared to the year 2022. The juvenile deaths have increased by 12.3% in the year 2023 as compared to the year 2022. Further, the percentage change in road deaths in the age group of less than 18 years are 9.2% in 2023.

GENDER WISE AGE PROFILE OF ROAD ACCIDENT VICTIMS

The gender wise comparison of road accident deaths for the year 2023 reveals that total number of male killed were 748 (84.1%) female killed were 141 (15.9%). The gender wise distribution of fatal road accident victims in 2023 shows largest number of deaths recorded in the young

people's age group of 18- 45 years. In the age group of 18- 45 years the number of males and female were 530 males and 89 females.

The table given below will give the gender- wise breakup of accident victims are presented.

Gender Wise age profile of Fatal Road accident victim 2022- 2023

Age- group	Year 2022		Year 2023		%change in the year 2023 over 2022	
	Male	Female	Male	Female	Male	Female
Less than 18 years	55	18	62	20	+12.7%	+11.1%
% share in total	6.1%	13.7%	8.3%	14.2%		
18- 25 years	165	18	179	35	+8.4%	+94.4%
% share in total	18.3%	13.7%	23.9%	24.8%		
25- 35 years	263	21	209	26	-26.3%	-23.8%
% share in total	29.2%	16%	27.9%	18.4%		
35- 45 years	192	30	142	28	-26%	-6.7%
% share in total	21.3%	22.9%	18.9%	19.8%		
45- 60 years	157	25	108	22	-31.2%	-12%
% share in total	17.4%	19.1%	14.4%	15.6%		
60 and above	61	19	37	9	-39.3%	-52.6%
% share in total	6.8%	14.5%	4.9%	6.4%		
Age not known	8	0	11	1	+37.5%	+100%
% share in total	0.9%		1.5%	0.7%		
Total	901	131	748	141	-16.9%	-7.6%
Share of male and female	87.3%	12.7%	84.1%	15.9%		

Gender Wise age profile of Fatal Road accident victim 2022-2023



The above data indicates that the State of Himachal witnessed 889 deaths in road accidents in the year 2023. Of the 889 deaths, 748 (84.1%) were males and 141 (15.9%) were females. The deaths of the males in road accidents have reduced by 16.9% and of the females have reduced by 7.6% in the year 2023 as compared to the year 2022.

The distribution of fatal accident victims in the year 2023 shows that the largest number of deaths were recorded among the “young people” in the age group of that is 18 years to 45 years. In this age group (18- 45 years) the total number of persons killed in the State were 619, of these males killed were 530 (85.6%) and females killed were 89 (14.4%).

GENDER WISE AGE PROFILE OF DRIVERS KILLED IN THE YEAR 2023

The gender wise comparison of total drivers killed in the State in 2023 are 381, of these 373 (97.9%) are males and 8 (2.1%) are females. The age wise profile of fatalities reveals that out of 381 drivers killed in the State, 282 (74.1%) of the drivers were in the age group of 18 to 45 years. Of these 282 drivers killed in the age group 18 to 45 years, 276 (97.9%) were males and 6 (3.1%) were females.

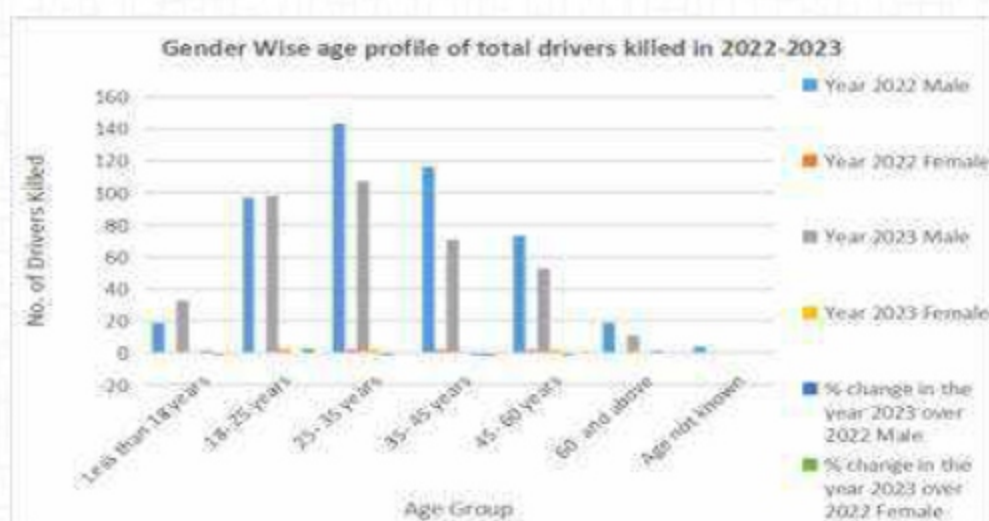
This highlights the need for setting up of Driving Training Centers to provide quality training to the learner drivers and to the applicants of the learners of commercial vehicle drivers. It also becomes imperative that we educate them towards road safety so that we improve road safety environment and strengthen overall mobility on roads.

While comparing the accident data for the year 2023 with the year 2022, the number of drivers killed who were juveniles (under 18 years of age) have increased by 73.7% in the year 2023. While the juvenile drivers injury was 47 in the year 2022, which in the year 2023 has increased to 142 in the year 2023, showing an increase of approximately 200% in the year 2023.

The enforcement agencies take action against the violators to prohibit the juvenile driving. Police department in the year 2023, challaned 17,207 offenders for driving without driving license in the State. In addition to the above challaning, juveniles were also caught and challaned under Section 199A of Motor Vehicles Act 1988.

Gender Wise age profile of total drivers killed in 2022- 2023

Age- group	Year 2022		Year 2023		% change in the year 2023 over 2022	
	Male	Female	Male	Female	Male	Female
Less than 18 years	19	1	33	0	+73.7%	-100%
18- 25 years	97	0	98	3	+1.03%	+300%
25- 35 years	143	2	107	2	-25.2%	—
35- 45 years	116	2	71	1	-38.8%	-50%
45- 60 years	73	2	53	2	-27.4%	—
60 and above	19	0	11	0	+42.1%	—
Age not known	4	0	0	0	—	—
Total	471	7	373	8	-20.8%	+14.3%

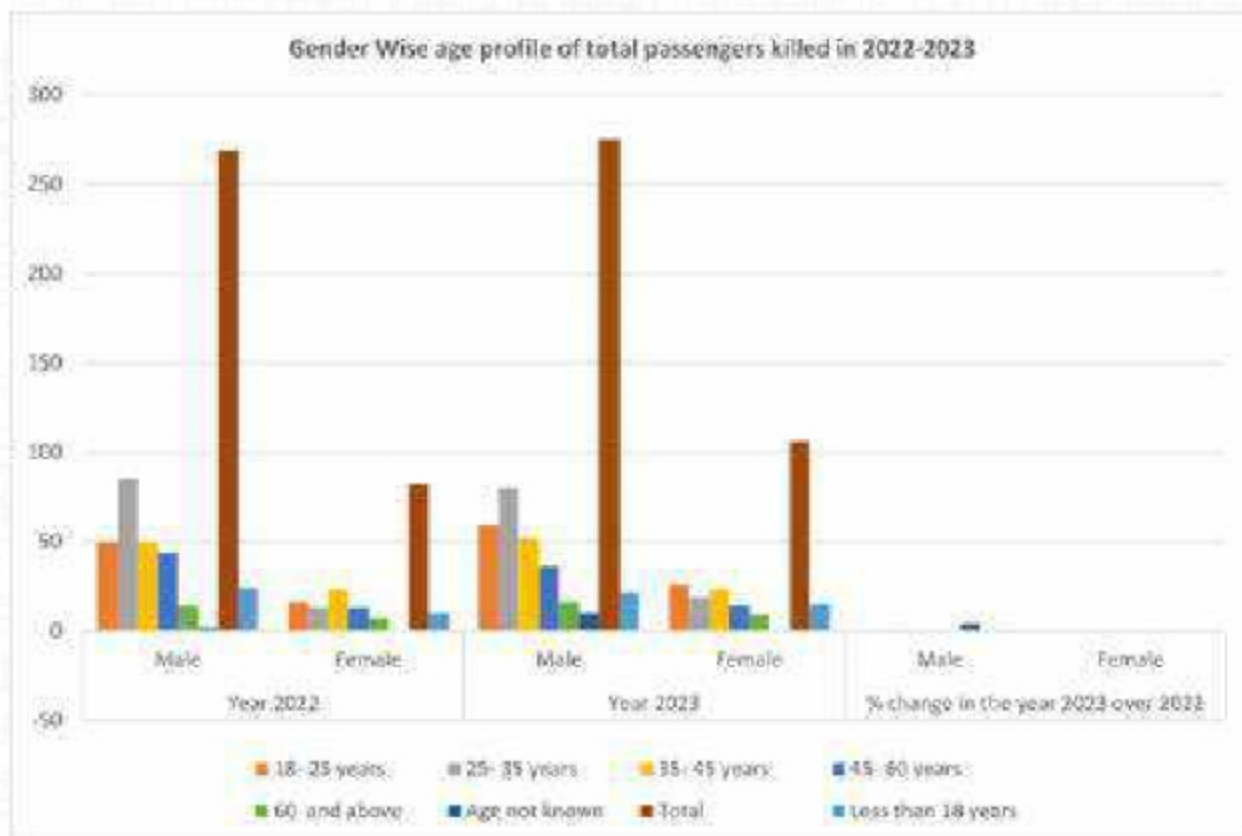


GENDER WISE AGE PROFILE OF PASSANGERS KILLED

The gender wise comparison of total passengers which were killed during the year 2023 is shown below.

Gender Wise age profile of total passengers killed in 2022- 2023

Age- group	Year 2022		Year 2023		% change in the year 2023 over 2022	
	Male	Female	Male	Female	Male	Female
Less than 18 years	24	10	22	15	-8.3%	+50%
18- 25 years	50	16	59	26	+18%	+38.5%
25- 35 years	85	13	80	19	-5.9%	+46.2%
35- 45 years	50	23	52	23	+4%	—
45- 60 years	44	13	36	14	+18.2%	7.7%
60 and above	14	7	16	9	+14.3%	+28.6%
Age not known	2	0	10	0	+400%	—
Total	269	82	275	106	+2.23%	+29.3%



The gender wise comparison of total passengers killed during the year 2023 reveals that a total of 381 passengers were killed in road accidents. Of the 381 passengers killed 275 (72.2%) were male and 106 (27.8%) were female. The data further reveals that among the total passengers killed the young people in the age group of 18 to 45 years were 259 (67.9%), of these 191 were male passengers and 68 were female passengers.

While comparing the deaths of passengers killed in the year 2023, with the year 2022, the passenger deaths has

increased in the year 2023. The passenger deaths has increased by 8.54% in the year 2023 as compared to the year 2022. The male passenger death has increased by 2.23% and the female passenger death has increased by 29.3% in the year 2023 as compared to the year 2022.

This underscore the need for enforcing the seat belts for the passenger seats in four vehicles, mandatory helmet for the pillion riders on 2 wheelers and better safety for passengers in public transport vehicles.

GENDER WISE AGE PROFILE OF PEDESTRIAN KILLED

The gender wise comparison of the total pedestrians killed during the year 2023 is given below.

The accident data for the year 2023 highlights the fact that the total number of pedestrians killed in the State are 122. Of these 122 pedestrians killed in road accidents males were 95 (77.9%) and females were 27 (22.1%). The data further highlights the fact that of the 122 pedestrians killed in the road accidents 74 (60.7%) persons killed

were in the age group of 18 to 45 years. Of these 74 persons killed 59 (48.4%) were males and 15 (20.3%) were females.

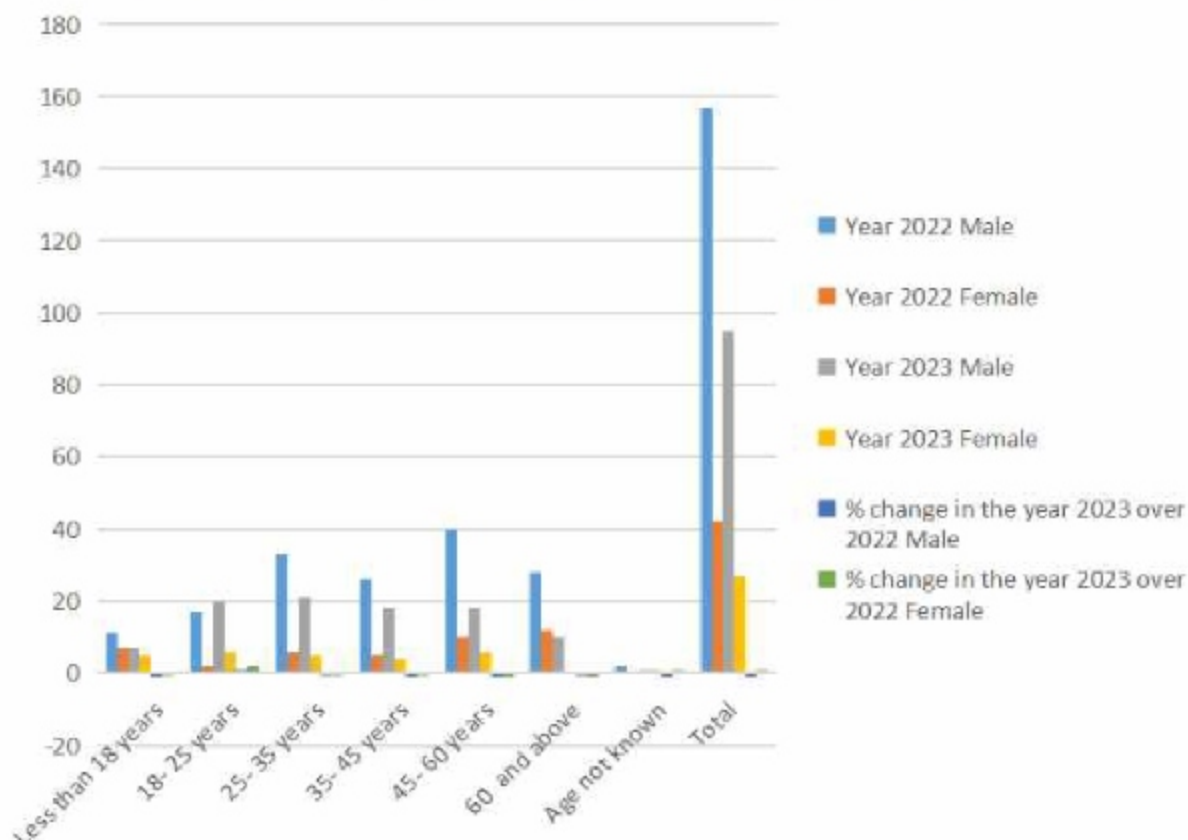
The number of pedestrians killed in road accidents in the year 2022, were 199 which in the year 2023, have reduced to 122 registering a decrease of 38.7% year on year basis.

Gender Wise age profile of total pedestrians killed in 2022- 2023

Age- group	Year 2022		Year 2023		% change in the year 2023 over 2022	
	Male	Female	Male	Female	Male	Female
Less than 18 years	11	7	7	5	-36.4%	-28.6%
18- 25 years	17	2	20	6	+17.6%	+200%
25- 35 years	33	6	21	5	-24.2%	-16.7%
35- 45 years	26	5	18	4	-30.8%	-20%
45- 60 years	40	10	18	6	-55%	-40%
60 and above	28	12	10	0	-64.3%	-100%
Age not known	2	0	1	1	-50%	+100%
Total	157	42	95	27	-39.5%	+35.7%



Gender Wise age profile of total pedestrians killed in 2022-2023



PERSONS KILLED IN ROAD ACCIDENTS IN TERMS OF ROAD USER CATEGORIES

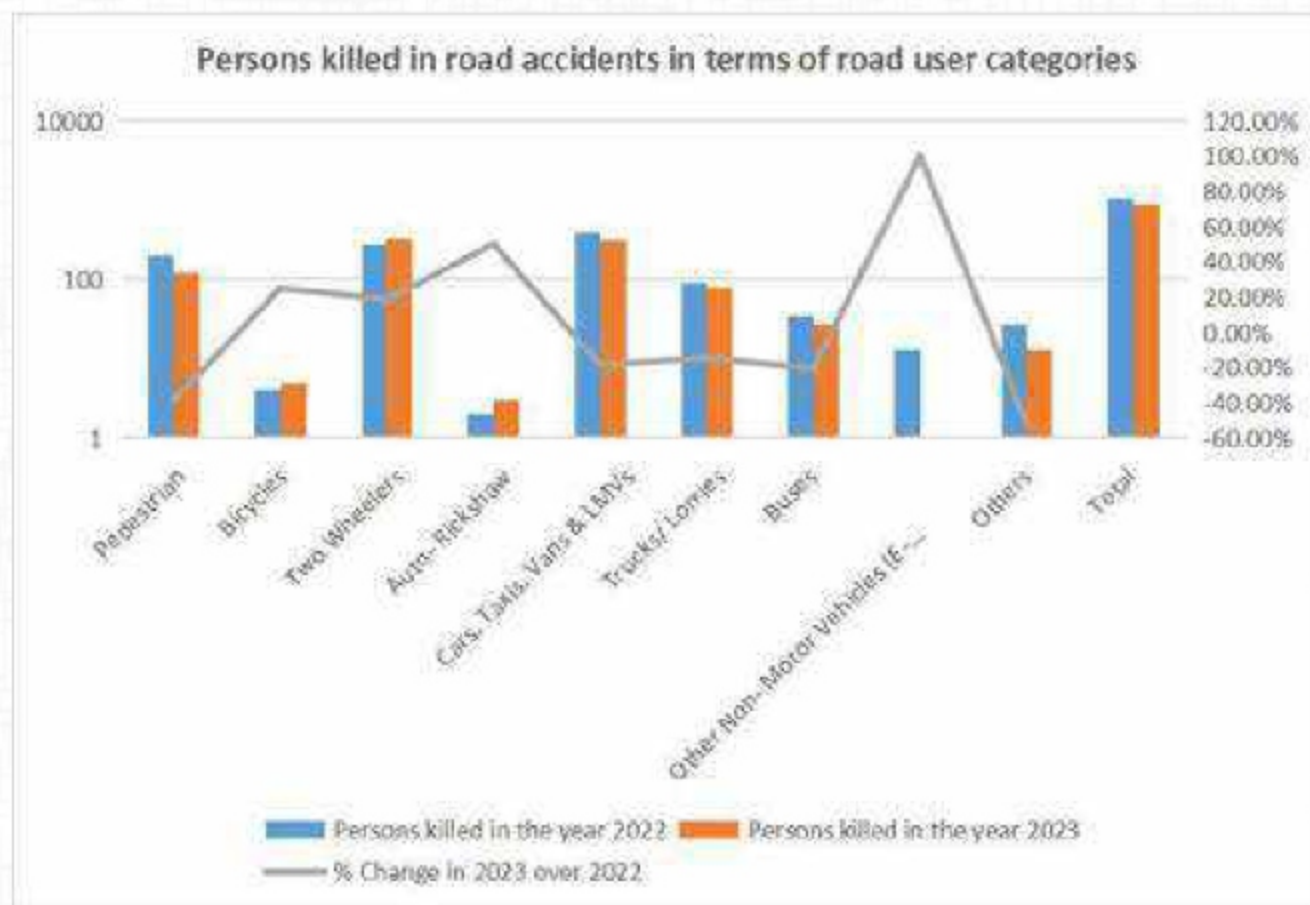
A road-user is the one who uses a road for the movement or transportation as a pedestrian or cyclist or motorist (driver) or passenger. Vehicle occupants benefit the most from the reduction in road deaths. Data on road

user wise accident victim may help in recognizing vulnerable road user categories which may further help the authorities to put special attention on the most vulnerable sections.



Comparison of persons killed in road accidents in terms of road user categories in 2023 over 2022.

Sr. No.	Road- User Category	Persons killed in the year 2022	Persons killed in the year 2023	% Change in 2023 over 2022
1	Pedestrian	199	122	-38.7%
	Share in total	19.3%	13.7%	
2	Bicycles	4	5	+25%
	Share in total	0.39%	0.56%	
3	Two Wheelers	273	324	+18.7%
	Share in total	26.4%	36.4%	
4	Auto- Rickshaw	2	3	+50%
	Share in total	0.19%	0.34%	
5	Cars, Taxis, Vans & LMVs	389	317	-18.5%
	Share in total	37.7%	35.7%	
6	Trucks/ Lorries	91	78	-14.3%
	Share in total	8.8%	8.7%	
7	Buses	34	27	-20.6%
	Share in total	3.3%	3.03%	
8	Other Non- Motor Vehicles (E- rickshaw etc.)	13	0	+100%
	Share in total	1.3%	—	
9	Others	27	13	-51.9%
	Share in total	2.7%	1.5%	
10	Total	1032	889	

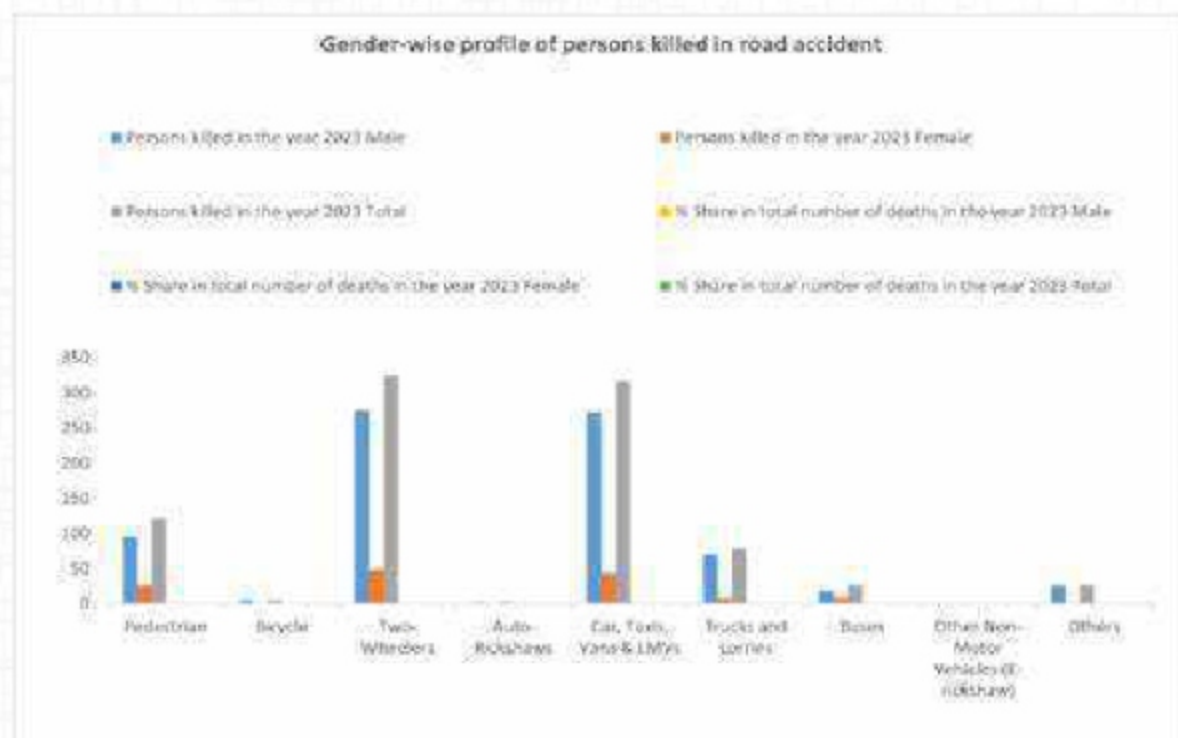


Data given in the above table represents the persons killed in road accidents in terms of road user categories. The data reveals that amongst the road users' categories, **"two-wheelers"** with the share of 36.4% (324 deaths) constitutes the largest share of victims of road accident death. The two-wheelers victim road accident deaths has increased by 18.7% in the year 2023 compared to the year 2022. **"Car, Taxi, Van & LMVs"** are the next highest victim road accident death with the share of 35.7% (317 deaths) in the year 2023. The Car, Taxi, Van & LMVs victim road accident

deaths has decreased by 18.5% in the year 2023 as compared to the year 2022. **"Pedestrians"** accounted for a share of 13.7% (122) road user deaths in the year 2023, these deaths decreased by 13.7% in the year 2023 as compared to the year 2022. Death due to **"Trucks and Lorries"** constitutes 8.7% (78 deaths) and **"Buses"** constitutes 3.03% (27 deaths) in the year 2023.

Gender- wise profile of persons killed in road accident in terms of road user category reveals that the absolute and relative share of male killed is higher than that of female in all the road user categories.

Road User Category	Persons killed in the year 2023			% Share in total number of deaths in the year 2023		
	Male	Female	Total	Male	Female	Total
Pedestrian	95	27	122	10.7%	3.04%	13.7%
Bicycle	5	0	5	0.6%	—	0.6%
Two- Wheelers	275	49	324	30.9%	5.51%	36.4%
Auto- Rickshaws	2	1	3	0.22%	0.11%	0.34%
Car, Taxis, Vans & LMVs	273	44	317	30.7%	4.9%	35.7%
Trucks and Lorries	70	8	78	7.9%	0.9%	8.8%
Buses	18	9	27	2.02%	1.01%	3.04%
Other Non-Motor Vehicles (E- rickshaw)	0	0	0	—	—	—
Others	26	1	27	2.92%	0.11%	3.03%
Total	748	141	889	84.1%	15.9%	100%



The data of road users killed in the year 2023 further reveals that of the number of “drivers” killed in the road accidents were 381 (42.9%). These 381 drivers who died in road accidents 97.9% (373) were male and 2.1% (8)

were female. The number of “passengers + pedestrian + cyclist” killed were 508 (57.1%). Out of the 508 passengers + pedestrian + cyclist killed in the year 2023, 375 (73.8%) were males and 133 (26.2%) were female.

PERSONS KILLED IN ACCIDENTS FROM THE IMPACTING VEHICLES

MoRTH introduced new format for collecting information on the persons killed in accidents due to the impacting crime vehicle in the year 2019. The “Impacting Vehicle” is

defined as the various category of accident related deaths by the crime vehicle e.g two wheelers/ Cars, Taxis, vans, or LMVs etc.

Crime Vehicle	1. Bicycle	2. Two Wheelers	3. Auto Rickshaw	4. Cars, Taxis, Vans, LMVs	5. Trucks/ Lorries	6. Buses	7. Other Non-Motorized Vehicles (E-Rickshaw etc.)	8. Others	9. Total
Victim/ Victim Vehicle									
1. Pedestrian	0	33	0	46	20	4	0	19	122
% Share in total		18.2%		13.3%	12.9	8.5%		12.6%	13.7%
2. Bicycle	0	2	0	2	0	1	0	0	5
% Share in total		1.1%				2.1%			0.4%
3. Two Wheelers	0	82	0	112	64	21	0	45	324
% Share in total		45.3%		32.5%	41.6%	44.7%		29.8%	36.4%
4. Auto Rickshaw	0	0	1	0	0	0	0	2	3
% Share in total			12.5%					1.32%	0.3%
5. Cars, Taxis, Vans, LMVs	0	38	6	169	35	13	3	53	317
% Share in total		20.9%	75%	48.9%	22.7%	27.7%	100%	35.1%	35.7%
6. Trucks/ Lorries	0	15	1	8	33	5	0	16	78
% Share in total		8.28%	12.5%	2.3%	21.4%	10.6%		10.6%	8.8%
7. Buses	0	5	0	4	2	3	0	13	27
% Share in total		2.8%		1.2%	1.3%	6.4%		8.6%	3.03%
8. Other Non-Motorized Vehicles	0	0	0	0	0	0	0	0	0
% Share in total									
9. Others	0	6	0	4	0	0	0	3	13
% Share in total		3.3%		1.2%				1.9%	1.5%
Total	0	181	8	345	154	47	3	151	889

The data provided in the above table the number of “Pedestrian” killed by different categories of crime vehicles in 2023 were 122 which is 13.7% of the total road accident deaths. The leading three crime vehicles in terms of share of pedestrian killed are “Cars, Taxis, Vans and LMVs”- 37.7% followed by “two wheelers”- 27%, “Truck and Lorries”- 16.4%.

The number of victims of “two wheelers” were 324 (36.4%) of the total road accident deaths/ fatalities. In term of percentage share, the three categories

of leading crime vehicles responsible for two wheelers deaths are- Cars, Taxis, Vans and LMVs – 34.6% of deaths, two wheelers- 25.3% and Truck and Lorries- 19.8%.

The table also reveals that as many as 317 occupants of “Cars, Taxis, Vans and LMVs” were killed in the year 2023 which constitutes 35.7% of the total road accident deaths. Of these persons killed with collision with other cars taxis and LMVs were 53.3%, Others- 16.7% and two wheelers- 11.9%.





SPECIAL & INTER-TEMPORAL DISTRIBUTION OF ROAD ACCIDENTS



SECTION - 5

SPECIAL & INTER-TEMPORAL DISTRIBUTION OF ROAD ACCIDENTS

As per 2011 census approximately 89.9% of Himachal's population lives in rural area and 10.1% lives in urban area. Urban areas have higher population density and more vehicular traffic and therefore, it is expected that more incidences of road accidents in the urban areas as compared to rural areas.

However, percentage share of road accidents in rural areas is more compared to urban areas in the State. Social and economic activities and travel during the year and in a day have some seasonality and pattern which affect road traffic volume and perhaps incidents of accident as well. This section presents a summary of related road accident data for 2023.

ROAD ACCIDENTS IN URBAN AND RURAL AREAS

During the year 2023- 632 (28.1%) road accidents were reported in urban areas and 1621 (71.9 %) in rural areas. In respect of fatal accidents a total of 172 (23.7%) accidents were reported in urban areas 555 (76.3%) accidents in rural areas. In urban area road accident killed 198 (22.2%) persons whereas the number of reported road accident deaths in rural areas were 691 (77.7%).

The accident data highlights the fact that in the year 2023 → the accidents in urban areas have increased by 12.7%, the fatal accidents in urban areas have increased by 19.4% and the deaths/ fatalities due to road accidents in urban areas have increased by 23.8%.

While comparing the rural road accidents for the year 2022 with the year 2023, in the year 2022- 2036 rural areas accidents occurred, which in the year 2023 reduced to 1621.

Thus the rural areas accidents have reduced by 20.4% in the year 2023. Fatal road accidents on the rural areas have also reduced from 720 in the year 2022 to 555 in the year 2023, thus registering the decrease of 22.9%. The deaths/ fatalities due to road accidents in rural areas were 872 in the year 2022, which has reduced to 691 in the year 2023, thus registering a decrease of 20.8%. Still the deaths and injuries due to road accidents are higher in rural areas as compared to the urban.

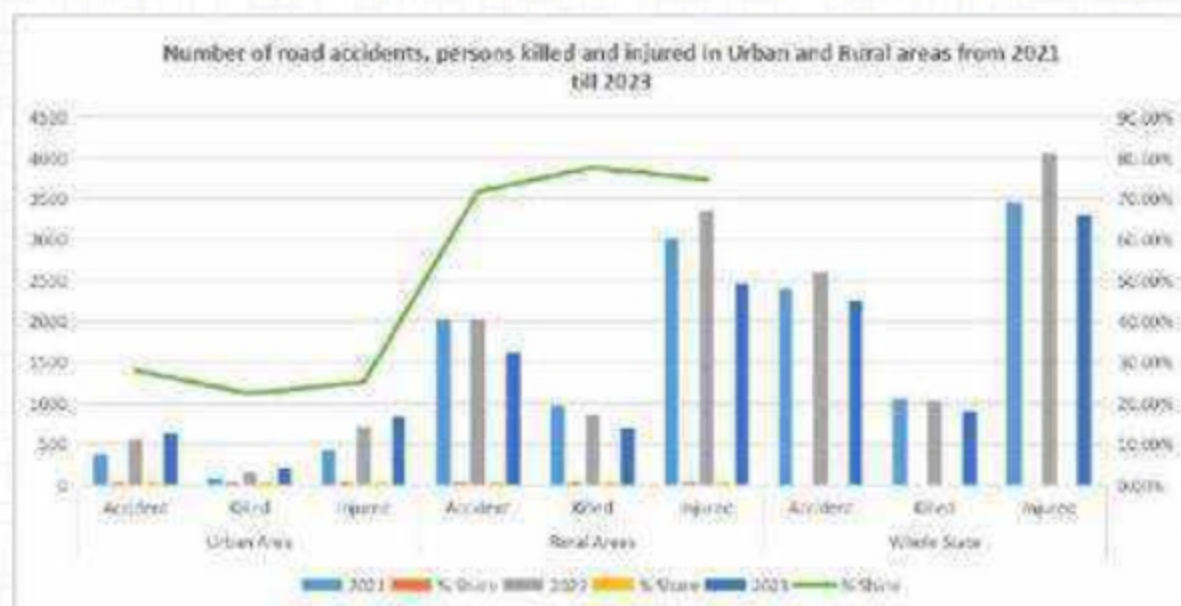
The higher number of fatalities may be attributed to the fact that there are inadequate number of trauma care centers/ emergency medical facility, inadequate enforcement of road safety rules in rural areas, awareness regarding safe driving etc. in rural areas as compared to urban areas.

Number of road accidents, persons killed and injured in Urban and Rural areas from 2021 till 2023

With some fluctuations the trends in the number of deaths in the State remains approximately around 2500 roads accidents, 1000 deaths and around 3500 to 4000 injuries in year. However, it is worth mentioning that in the year 2023, the number of road accidents, road accidents deaths/fatalities and injuries have remained the same as recorded around the COVID year of 2020.

Category wise distribution of fatalities across various category of roads reveals that National Highways with 6.2% of the road length network in the State accounted for 47.6% of total road accident deaths in the year 2023. All other roads with 93.8% of road length network contributed to 52.4% of road accident deaths.

Year	Urban Area			Rural Areas			Whole State		
	Accident	Killed	Injured	Accident	Killed	Injured	Accident	Killed	Injured
2021	373	84	428	2031	968	3026	2404	1052	3454
% Share	15.5%	7.9%	12.4%	84.5%	92%	87.6%			
2022	561	160	706	2036	872	3357	2597	1032	4063
% Share	21.6%	15.5%	17.4%	79.4%	84.5%	82.6%			
2023	632	198	833	1621	691	2471	2253	889	3304
% Share	28.1%	22.3%	25.2%	71.9%	77.7%	74.8%			



The accident for the last three years indicate that the road accidents, deaths/ fatalities due to accidents and injuries in the urban areas in the State of Himachal have constantly increased over the last three years. Further, the share of Urban Areas in the number of accidents has increased from 15.5% in the year 2021 to 28.1% in the year 2023 and persons killed in road accidents have increased from 7.9% in 2021 to 22.3% in 2023.

Whereas over the same period

i.e. 2021 till 2023 the road accidents in Rural Areas has reduced from 84.5% in the year 2021 to 71.9% in the year 2023. Further, the deaths/ fatalities due to road accident in rural areas has reduced from 92% in 2021 to 77.7% in 2023.

In the year 2023, Urban areas share 28% of road accident and Rural areas share 72% of road accidents. Similarly, 22% of the fatalities took place in the Urban areas and 78% of the fatalities took place in the Rural areas.



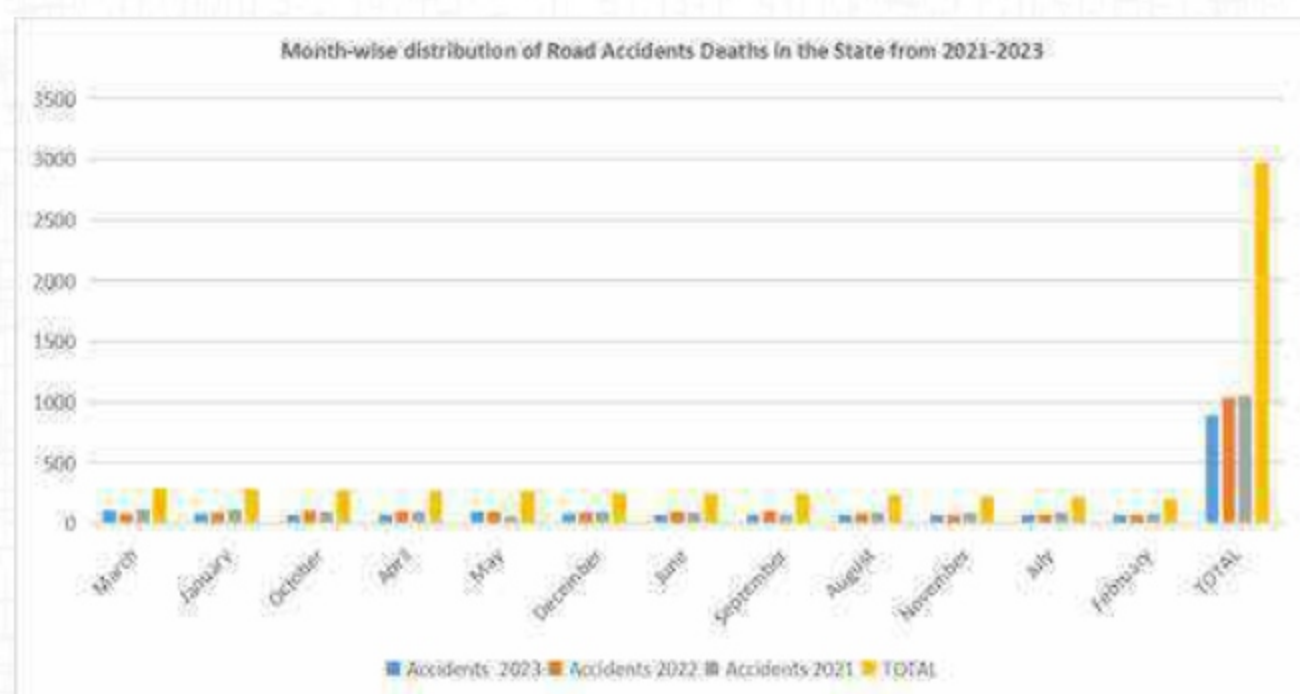
TRENDS IN MONTH- WISE DISTRIBUTION OF ROAD ACCIDENTS DEATHS

The month wise data on road accidents presented in the table given below reveals that during the last three years (2021 to 2023) March months recorded the maximum number of accident deaths, followed by January, October, April and May.

Further, the months of August, November, July and February recorder the lowest number of Road accidents deaths in the State in the last three years (2021 to 2023) taken together.

Trends of Months (from highest to lowest) wise distribution of Road Accidents Deaths in the State from 2021- 2023

Year	Accident Deaths 2023	Accident Deaths 2022	Accident Deaths 2021	TOTAL
<i>Month</i>				
March	105	74	112	291
January	73	90	117	280
October	69	107	99	275
April	64	99	94	257
May	99	99	59	257
December	78	83	94	255
June	65	96	84	245
September	72	100	65	237
August	65	80	86	231
November	68	72	86	226
July	66	67	83	216
February	65	65	73	203
TOTAL	889	1032	1052	2973



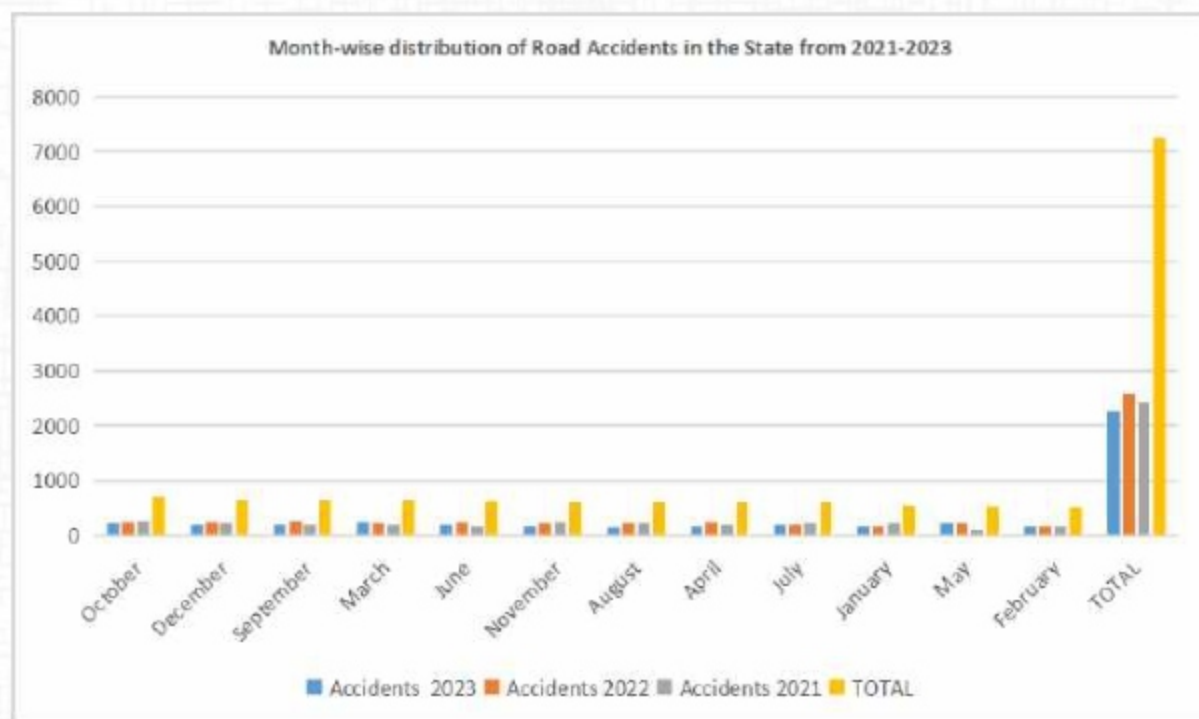
TRENDS IN MONTH-WISE DISTRIBUTION OF ROAD ACCIDENTS

The month wise data on road accidents presented in the table below reveal that during the last three years, i.e. 2021 till 2023 October month recorded the maximum number of Road accidents. Followed by December, September, March and June.

Further, the month of July, January, May and February recorded the lowest number of Road accidents in the State in the last three years (2021-2023) taken together.

Trends of Months (from highest to lowest) wise distribution of Road Accidents in the State from 2021- 2023

Year	Accidents 2023	Accidents 2022	Accidents 2021	TOTAL
<i>Month</i>				
October	204	246	257	707
December	196	234	214	644
September	198	252	193	643
March	229	211	196	636
June	203	238	174	615
November	161	209	236	606
August	155	225	224	604
April	164	232	203	599
July	186	191	211	588
January	175	175	211	561
May	208	217	110	535
February	174	167	175	516
TOTAL	2253	2597	2404	7254



The above data w.r.t. month wise Road accidents and month wise Road accident deaths points to the fact that the months registering the highest road accident deaths/ fatalities are not analogous with the months registering the highest occurrence of road accident. For example, in the last three years taken together the highest number of

road accident fatalities occurred in the month of October, whereas the highest road accidents occurred in the month of March. Still if this data largely corroborates the fact that months with large number of road accident deaths have a relation to the occurrence with the road accidents happening in the particular month.

Save a life
Give way to
emergency vehicles



TRENDS IN TIME INTERVAL- WISE DISTRIBUTION OF ROAD ACCIDENTS

In the year 2023, the time interval between 18:00- 21:00 hrs (night) recorded maximum number of road accidents, accounting for 20.8% of total accidents and 19.6% of the total road accident deaths in the state. This is in line with the pattern seen over the past three years.

The second highest time interval of a day was between 15:00- 18:00 hrs (day) constituting 17.9% of total road

accidents and 14.9% of total road accident deaths.

As per the data afternoon and evening times are the most dangerous times to be on the road.

The time interval of 03.00 to 06.00 hrs (AM) had the least number of accidents, with 4.3% of total accidents and 3.6% of total deaths.

Number of Road Accidents by time interval of the day during 2021- 2023

Time	Year 2021		Year 2022		Year 2023	
	Number of Accidents	% share in total accidents	Number of Accidents	% share in total accidents	Number of Accidents	% share in total accidents
06.00 to 09.00 hrs (Day)	217	9.0%	243	9.4%	191	8.5%
09.00 to 12.00 hrs (Day)	350	14.6%	411	15.8%	289	12.8%
12.00 to 15.00 hrs (Day)	362	15.1%	430	16.6%	283	12.6%
15.00 to 18.00 hrs (Day)	432	17.9%	479	18.4%	404	17.9%
18.00 to 21.00 hrs (Night)	557	23.2%	484	18.6%	469	20.8%
21.00 to 24.00 hrs (Night)	280	11.6%	299	11.5%	362	16.1%
00.00 to 3.00 hrs (Night)	127	5.3%	139	5.4%	158	7.0%
3.00 to 6.00 hrs (Night)	79	3.3%	112	4.3%	97	4.3%
Un- known time	0	0	0	0	0	0
Total 24 hrs	2404	100	2597	100	2253	100



INTER DISTRICT COMPARISON



SECTION - 6

INTER DISTRICT COMPARISON

In this section, effort is made to examine the performance of Districts in respect of number of road accidents and number of persons killed in road accidents during the calendar the year 2023. Further, considering the accident data of the Districts for the year 2023-2024 as taken from iRAD an attempt has been made to find out the specific months in the respective districts when

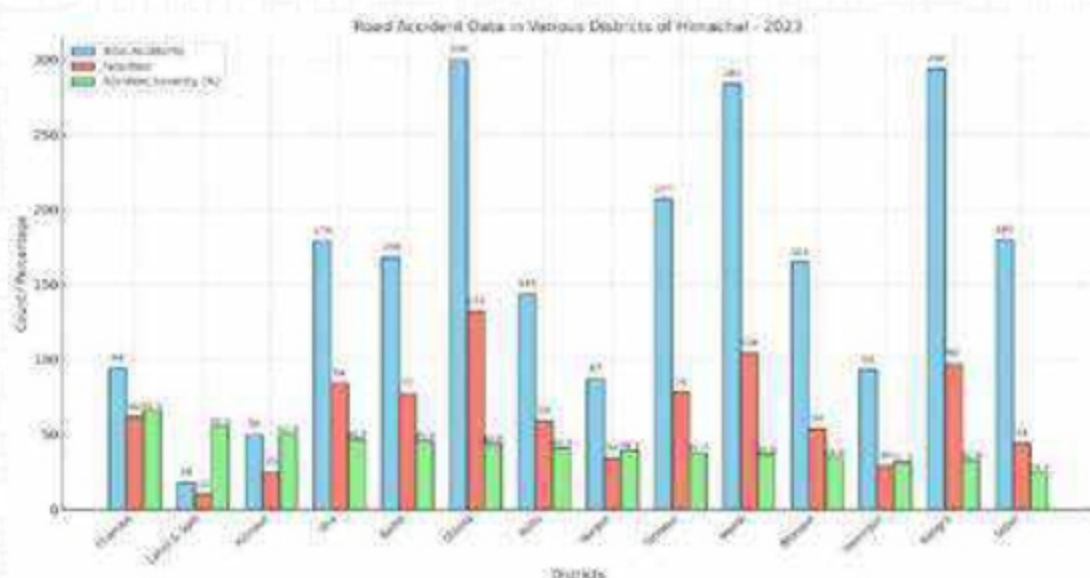
they record maximum number of road accidents.

The absolute number of road accidents and the fatalities across the District varies widely and depends inter- alias on the population, road length, vehicle movement, economic activities, quality of safety related infrastructure, enforcement and availability of emergency care etc.

DISTRICT WISE PROFILE OF ROAD ACCIDENTS

Total number of accidents decreased from 2597 in 2022 to 2253 in 2023, registering a decrease of 13.24%. The table given below depicts that, all Districts except Baddi, Kinnaur and Solan have recorded greater number of accidents in 2023 as compared to corresponding period in 2022. In all other districts have seen decrease in accidents in the year 2023.

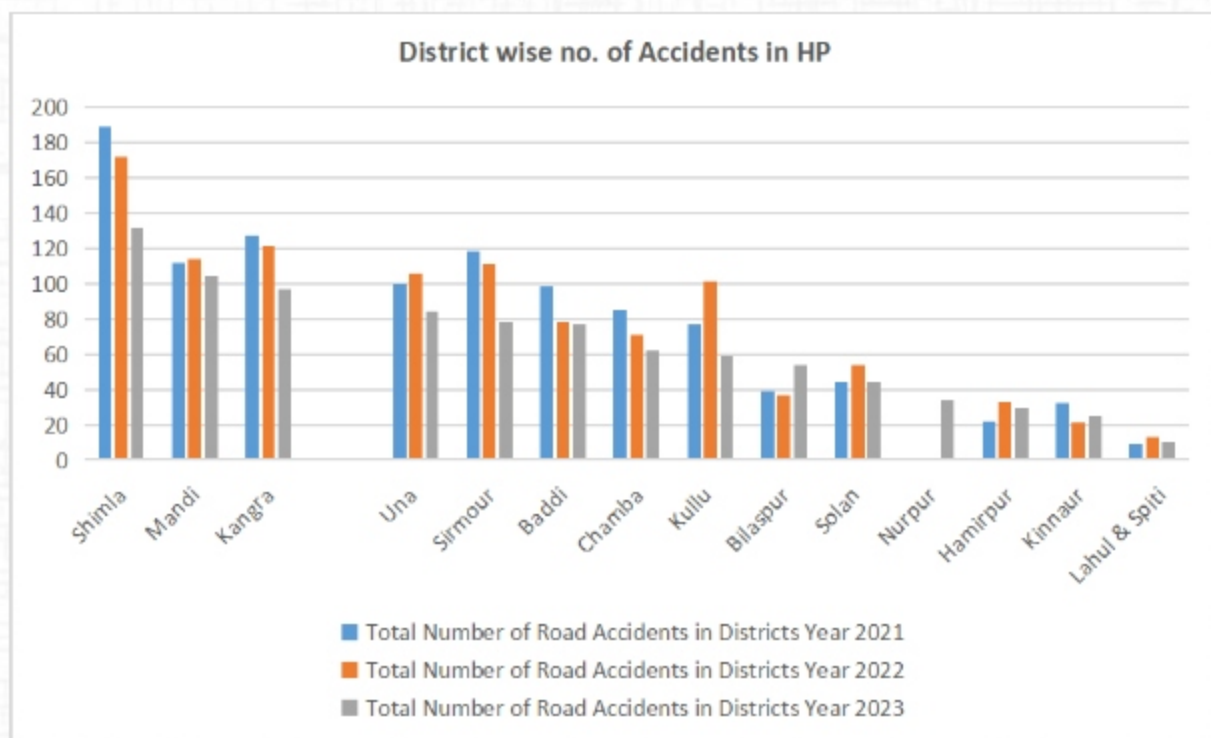
District wise data on the number of accidents during the year 2023 along with the ranking in total accidents showed that District Shimla has recorded the highest number of accidents in the year 2023 with 300 (13.3%) accidents followed by Kangra with 294 (13.04%), Mandi 284 (12.6%), Sirmour 207 (9.2%), Solan 180 (7.9%), Una 179 (7.9%).



District- wise distribution of number of Road Accidents in Himachal Pradesh during 2021 to 2023

Sr.No	District	Total Number of Road Accidents in Districts			Absolute Change in 2023 over 2022	% change in 2023 over 2022	Total Accidents from 2021-2023
		Year 2021	Year 2022	Year 2023			
1.	Shimla	371	357	300	-57	-19%	1028
2.	Kangra	390	422	294 (294+87=381)	-41	-9.7%	1106
3.	Mandi	275	326	284	-42	-12.9%	885
4.	Sirmour	247	269	207	-62	-23%	723
5.	Solan	155	178	+180	2	+1.1%	513
6.	Una	209	233	179	-54	-23.2%	621
7.	Baddi	170	151	+168	17	+11.3%	489
8.	Bilaspur	173	172	155	-17	-9.9%	500
9.	Kullu	161	217	144	-70	-32.3%	522
10.	Chamba	93	98	94	-4	-4.1%	285
11.	Hamirpur	95	111	93	-18	-16.2%	299
12.	Nurpur	---	---	87			87
13.	Kinnaur	46	37	+50	13	+26%	133
14.	Lahul & Spiti	19	26	18	-8	-30.8%	63
	Total	2404	2597	2253	344	- 13.24%	7254

(Note: for the purpose of determination of the reduction in accidents, in the year 2023, the Police District of Kangra and Nurpur are taken together for the purpose of calculation, as this is the 1st year where the accident data of the Nurpur police district has been given separately.)



DISTRICT- WISE PROFILE OF FATALITIES

The total number of accident deaths has decreased from 1032 in the year 2022 to 889 in the year 2023, registering a decreased of 13.9% over the previous year.

All districts except- Bilaspur and Kinnaur has recorded decrease in the number of road accidents deaths/fatalities during 2023 compared to the same period in 2022.

The top 7 districts have been selected based on the number of road accident deaths during the year 2023. The composition of 7 districts is largely the same as with that of 2021 and 2022. In the year 2023, Shimla recorded the highest share of 14.8% (132) of road accident deaths, followed by Mandi 11.7% (104), Kangra 10.9% (97), Una 9.4% (84), Sirmour 8.8% (78), Baddi

8.7% (77), Chamba 6.9% (62). The top 7 districts accounted for 71.3% of road accident deaths in 2023.

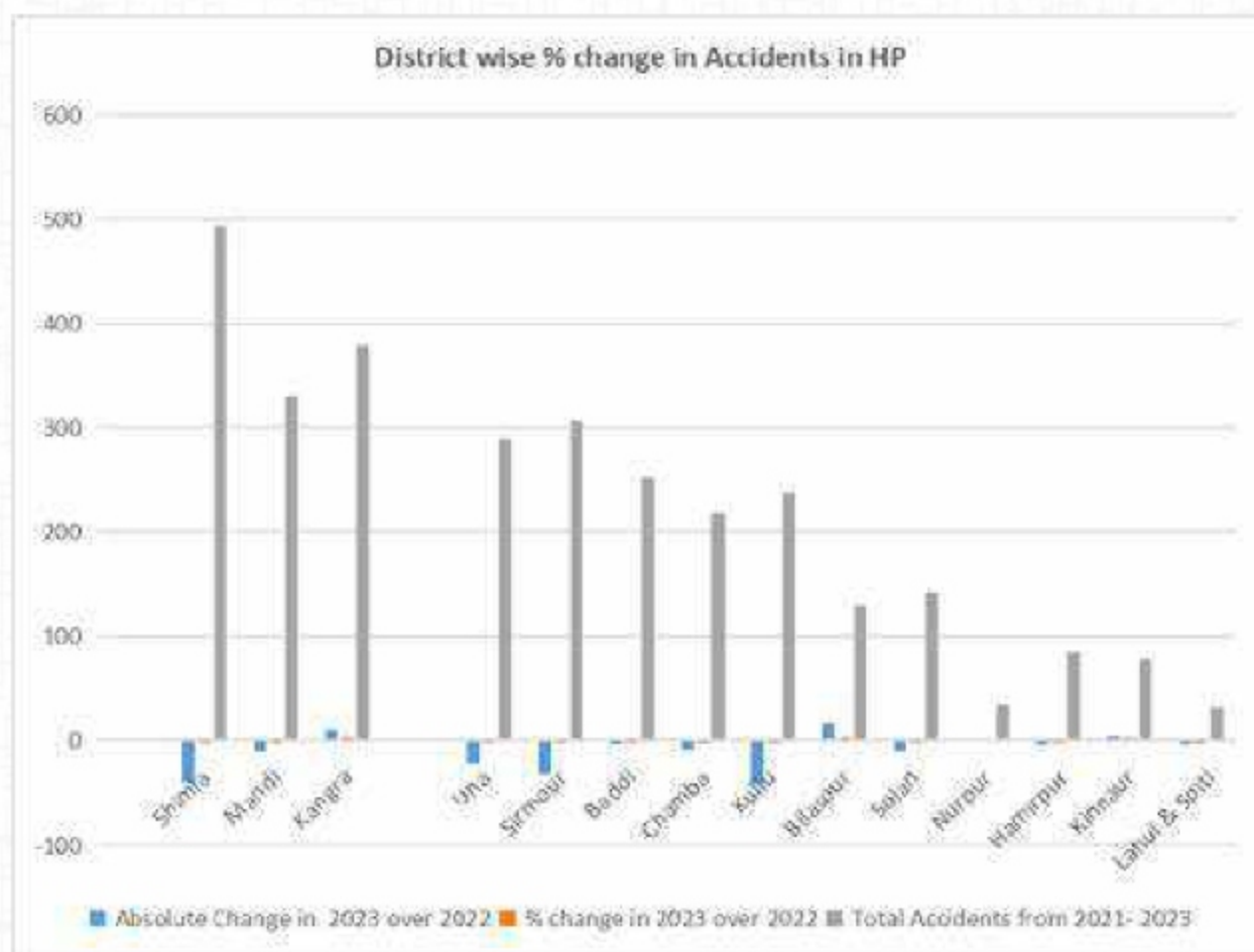
In term of percentage change-in district Bilaspur the accidents have increased by 45.9% in the year 2023. The probable cause of increase is the newly constructed 4 lane Kiratpur-Manali National Highway whose major stretch lies in District Bilaspur. As mentioned in the earlier chapter the State has seen an increase in the number of accidents on the newly constructed 4 lane National Highways and the main cause of these accidents happens to be “Over- speeding”.

In District Kinnaur the accidents have increased by 19% in the year 2023 as compared to the year 2022.

District- wise distribution of number of Road Accidents Deaths in Himachal Pradesh during 2021 to 2023

Sr.No	District	Total Number of Road Accidents in Districts			Absolute Change in 2023 over 2022	% change in 2023 over 2022	Total Accidents from 2021-2023
		Year 2021	Year 2022	Year 2023			
1.	Shimla	189	172	132	-40	-23.3%	493
2.	Mandi	112	114	104	-10	-8.8%	330
3.	Kangra	127	121	97 (97+34= 131)	+10	+8.3%	379
4.	Una	100	106	84	-22	-20.8%	290
5.	Sirmour	118	111	78	-33	-29.7%	307
6.	Baddi	98	78	77	-1	-1.3%	253
7.	Chamba	85	71	62	-9	-12.7%	218
8.	Kullu	77	101	59	-42	-41.6%	237
9.	Bilaspur	39	37	54	+17	+45.9%	130
10.	Solan	44	54	44	-10	-18.5%	142
11.	Nurpur	---	---	34			34
12.	Hamirpur	22	33	29	-4	-12.1%	84
13.	Kinnaur	32	21	25	+4	+19%	78
14.	Lahul & Spiti	9	13	10	-3	-23.1%	32
	Total	1052	1032	889	-143	-13.9%	2973

(Note: for the purpose of determination of the reduction in road accidents deaths, in the year 2023, the Police District of Kangra and Nurpur are taken together for the purpose of calculation, as this is the 1st year where the accident data of the Nurpur police district has been given separately.)



DISTRICT-WISE ENFORCEMENT IN THE STATE

In the year 2023 the 8, 17,830 offenders were challaned by the Police throughout the State for Motor Vehicle Act violations. Though the challan in absolute numbers have marginally decreased in the State from 8,53,675 challans in the year 2022 to 8,17,830 challans in the year 2023. But due to zero tolerance by the police department the helmet compliance by the two wheelers drivers has also increased in the State.

The effective enforcement of Motor Vehicles Act 1988 and the enhanced punishment as defined in the act has been one of the factors to reduce the road accidents in the State of Himachal.

The head wise status of challans done by the Police department in the year 2023 as compared to the year 2022 are as follows:

**District- Wise Challans for the Motor Vehicles Act Violations- w.r.t Drunken Driving, Over Loading,
Using Mobile Phone, Without DL Driving, Rash & Negligent Driving, Over Speeding, W/O insurance
in the year 2022- 2023**

Sr. No.	District	Drunken Driving			Over Loading Vehicles (except Buses)			Using Mobile Phone			Without Driving Licence			Rash & negligence			Over Speeding			W/O Insurance		
		2022	2023	Percentage Change in 2023	2022	2023	Percentage Change in 2023	2022	2023	Percentage Change in 2023	2022	2023	Percentage Change in 2023	2022	2023	Percentage Change in 2023	2022	2023	Percentage Change in 2023	2022	2023	Percentage Change in 2023
1	Baddi	53	391	+637.36	8	1	-87.50	1346	1130	-16.05	3870	3251	-15.99	403	365	-9.43	505	288	-42.97	840	809	-3.69
2	Bilaspur	54	140	+159.26	4	2	-50.00	1169	854	-26.95	425	584	+37.41	352	650	+84.66	1841	5057	+174.69	204	308	+50.98
3	Chamba	356	865	+142.98	103	690	+569.90	725	325	-55.17	806	556	-31.02	797	484	-39.27	304	439	+44.41	410	421	+2.68
4	Hariharpur	70	247	+252.86	3	3	0.00	352	444	+26.14	893	1010	+13.10	314	729	+132.17	8409	5777	-31.30	464	470	+1.29
5	Kangra	132	1744	+1221.21	12	3	-75.00	212	478	+125.47	746	1116	+49.60	800	1233	+54.13	1559	2882	+84.86	385	934	+142.60
7	Kullu	2085	1152	-44.75	66	3	-95.45	5099	4270	-16.26	1988	1509	-24.09	547	447	-18.28	3041	5879	+93.32	505	359	-28.91
8	L&S	69	192	+178.26	41	10	-75.61	5	63	+1160.00	61	271	+344.26	246	208	-15.45	1341	766	-42.88	277	347	+25.27
9	Mandi	361	160	-55.68	24	13	-45.83	674	1299	+92.73	1109	997	-10.10	3413	4665	+36.68	163	1171	+618.40	258	192	-25.58
10	Shimla	3448	1974	-42.75	85	57	-32.94	5159	1431	-72.26	5442	3339	-38.64	711	512	-27.99	586	1419	+142.15	3792	2455	-35.26
11	Sirmaur	56	610	+989.29	66	54	-18.18	1230	1662	+35.12	1856	1633	-12.02	1062	1739	+63.75	843	1477	+75.21	942	1148	+21.87
12	Solan	380	394	+3.68	126	199	+57.94	1025	940	-8.29	1609	1578	-1.93	585	536	-8.38	6671	3819	-42.75	324	241	-25.62
13	Una	55	91	+65.45	54	39	-27.78	141	152	+7.80	876	811	-7.42	244	89	-63.52	3550	2525	-28.87	251	232	-7.57

**District- Wise Challans for the Motor Vehicles Act Violations- w.r.t
Over- loading in Pvt. Buses, Overloading in Transport**

Sr. No.	District	Overloading in Pvt. Buses			Overloading in Transport buses			Without fitness certificate of transport vehicle			W/O Seat Belt			W/O Helmet			Other		
		2022	2023	Percentage Change in 2023	2022	2023	Percentage Change in 2023	2022	2023	Percentage Change in 2023	2022	2023	Percentage Change in 2023	2022	2023	Percentage Change in 2023	2022	2023	Percentage Change in 2023
1	Baddi	0	0	0.00	0	0	0.00	233	245	+5.15	1856	3195	+72.14	15063	27286	+81.15	34625	37703	+8.89
2	Bilaspur	1	4	+300.00	0	0	0.00	0	35	0.00	3939	4263	+8.23	10412	7035	-32.43	21195	21516	+1.51
3	Chamba	8	7	-12.50	0	0	0.00	25	2	-92.00	7389	4803	-35.00	10794	8482	-21.42	33741	39558	+17.24
4	Hariharpur	0	0	0.00	0	0	0.00	0	0	0.00	2593	2575	-0.69	9696	16662	+71.84	22819	9513	-58.31
5	Kangra	0	7	0.00	0	0	0.00	9	10	+11.11	4877	3766	-22.78	18450	26392	+43.05	81074	70786	-12.69
7	Kullu	5	49	+880.00	0	1	+100.00	20	131	+555.00	3408	2895	-15.05	22096	18687	-15.43	52429	58336	+11.27
8	L&S	0	0	0.00	0	0	0.00	60	109	+81.67	663	966	+45.70	384	329	-14.32	5197	6541	+25.86
9	Mandi	0	0	0.00	0	0	0.00	0	0	0.00	5180	5944	+14.75	21213	27354	+28.95	56358	46533	-17.43
10	Shimla	0	0	0.00	0	0	0.00	311	441	+41.80	10532	5193	-50.69	8723	5292	-39.33	144823	79357	-45.20
11	Sirmaur	0	0	0.00	0	0	0.00	56	47	-16.07	4914	4663	-5.11	20559	18240	-11.28	20433	22937	+12.25
12	Solan	0	0	0.00	0	0	0.00	0	0	0.00	6143	4213	-31.42	11688	10965	-6.19	31855	31153	-2.20
13	Una	3	0	-100.00	0	0	0.00	0	0	0.00	2723	1996	-26.70	8143	11022	+35.36	29490	29623	+0.45

ALLOCATION OF ROAD SAFETY FUNDS TO VARIOUS STAKEHOLDER DEPARTMENTS

The Lead Agency, Road Safety Cell has been giving the road safety funds to the stakeholder departments in the State for carrying out the road safety activities by the departments.

The multi- sectorial activities undertaken by the stakeholder departments includes procurement of electronic enforcement equipment by the Police and Transport Department that includes ITMS, alcho- sensor, motorcycles, interceptor vehicles, cranes, barricades, night reflective jackets, pvc cones, traffic batons, solar flashers, electric charge blinkers etc.

Funds were given to the Health Department for the procurement of emergency medical equipment required for the treatment of road accident trauma patient. This will enhance their ability toward giving trauma care to road accident-victims. Further, funds have been issued for 1st responder training to the officials of health department and to the residents along the national highways.

The funds were given to road owing agency Himachal Public Works Department for correction of black spots and vulnerable spots in the State.

The Education department will use the road safety funds for carrying out road safety activities and creating road safety awareness among the children and youth. The funds were given to

Road Safety Clubs in the schools and colleges.

Road safety funds of the Transport Department will be used for publication of the road safety awareness material, conducting the district and state wise training of the stakeholder officials, creating road safety awareness through nukkad natak, installing road safety stalls in the international and national melas and fairs held in different part of the State, for the purchase of enforcement equipment for Regional Transport Officers, checking of vehicles used for ferrying school children, conducting in- depth study of major road accidents in the state etc.



**UNDERAGE
DRIVING
PARENTS & VEHICLE
OWNERS
MAY FACE JAIL TIME
UP TO 3 YEARS & FINE
₹25,000**

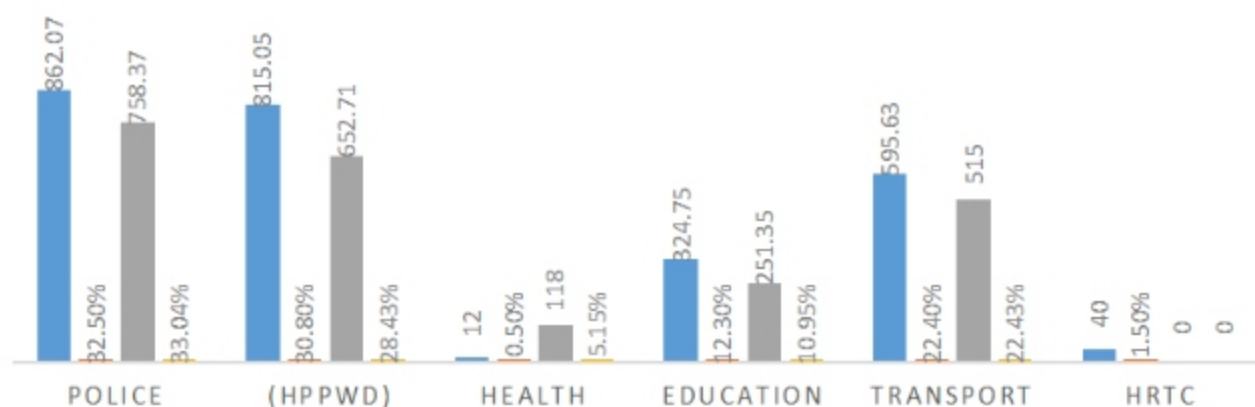


The yearly allocation of Road Safety funds to various Stakeholder departments in the year 2022 and 2023.

Department	Financial allocation in Lakhs in Year 2023- 2024	% allocation 2023- 2024	Financial allocation in Lakhs in Year 2024- 2025	% allocation 2024- 2025
Police	862.07	32.5%	758.37	33.04%
Himachal-Public Works Department (PWD)	815.05	30.8%	652.71	28.43%
Health	12	0.5%	118	5.15%
Education	324.75	12.3%	251.35	10.95%
Transport	595.63	22.4%	515	22.43%
HRTC	40	1.5%	--	--
TOTAL	2649.5	100%	2295.43	100%

YEARLY ALLOCATION OF ROAD SAFETY FUNDS TO VARIOUS STAKEHOLDER DEPARTMENTS IN THE YEAR (2022-2023)

■ Financial allocation in Lakhs in Year 2023- 2024
 ■ % allocation 2023- 2024
 ■ Financial allocation in Lakhs in Year 2024- 2025
 ■ % allocation 2024- 2025



DISTRICT- WISE MONTHS WITH MAXIMUM ACCIDENTS

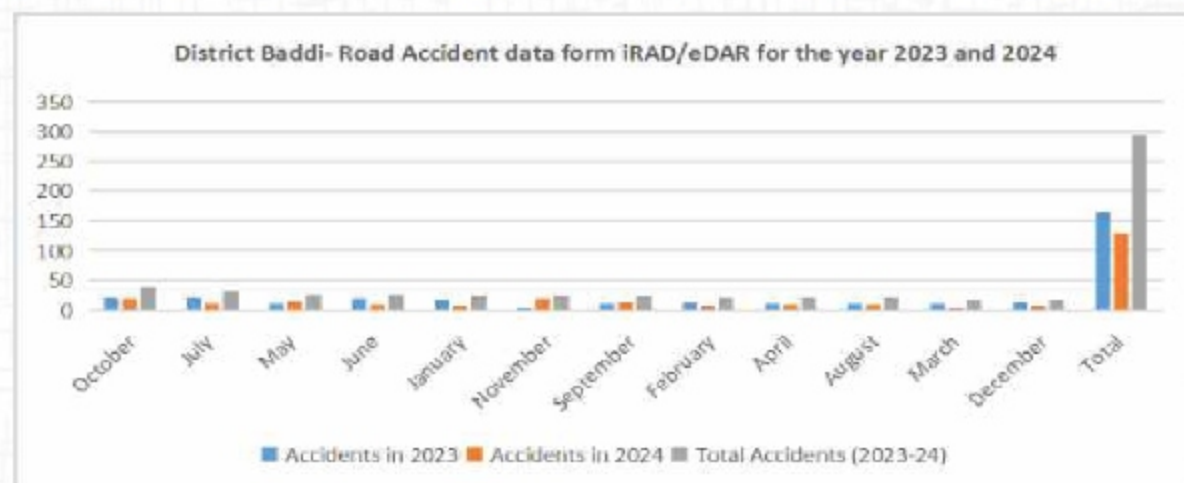
Taking the road accident data form iRAD/ eDAR for the year 2023 and for the year 2024- in this year publication we have tried to identify the specific months in the year when the maximum number of accidents occur in the Districts.

The month wise accident trends (though indicative) in the District will

help the District administration to strategies themselves to take effective steps in the months which record more number of accidents. This will help the district administration to strategies and reduce the accidents in the peak months. Reduction in road accidents will result in reduction in road accident deaths and resultant injuries.

1. District Baddi

Accident data- Baddi			
Month	Accidents in 2023	Accidents in 2024	Total
October	20	19	39
July	20	12	32
May	12	15	27
June	18	9	27
January	17	8	25
November	6	19	25
September	11	13	24
February	14	7	21
April	12	9	21
August	11	10	21
March	12	5	17
December	13	3	16
Total	166	129	295

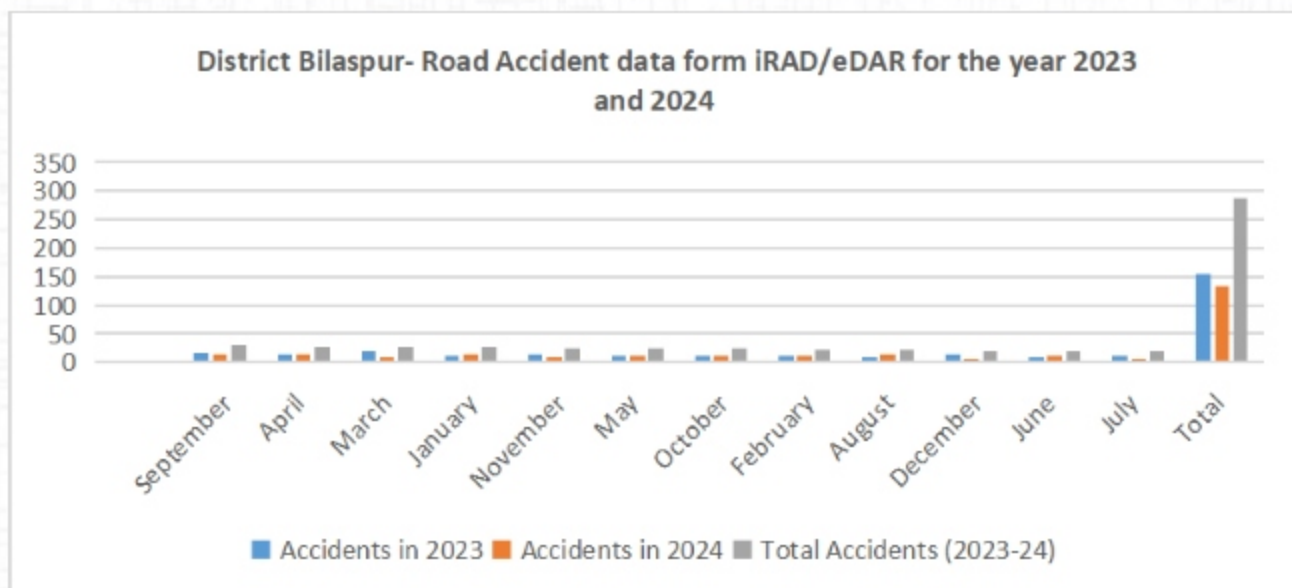


Considering the consolidated road accident data of Police District Baddi for the year 2023 and 2024, Month of October has the highest

number of accidents, followed by July, May, June, and January. The month of December had the lowest number of accidents.

2. District Bilaspur

Accident data- Bilaspur			
Month	Accident in 2023	Accident in 2024	Total
September	17	14	31
April	14	14	28
March	18	8	26
January	12	14	26
November	15	9	24
May	12	12	24
October	12	12	24
February	11	12	23
August	9	13	22
December	14	6	20
June	8	12	20
July	12	7	19
Total	154	133	287

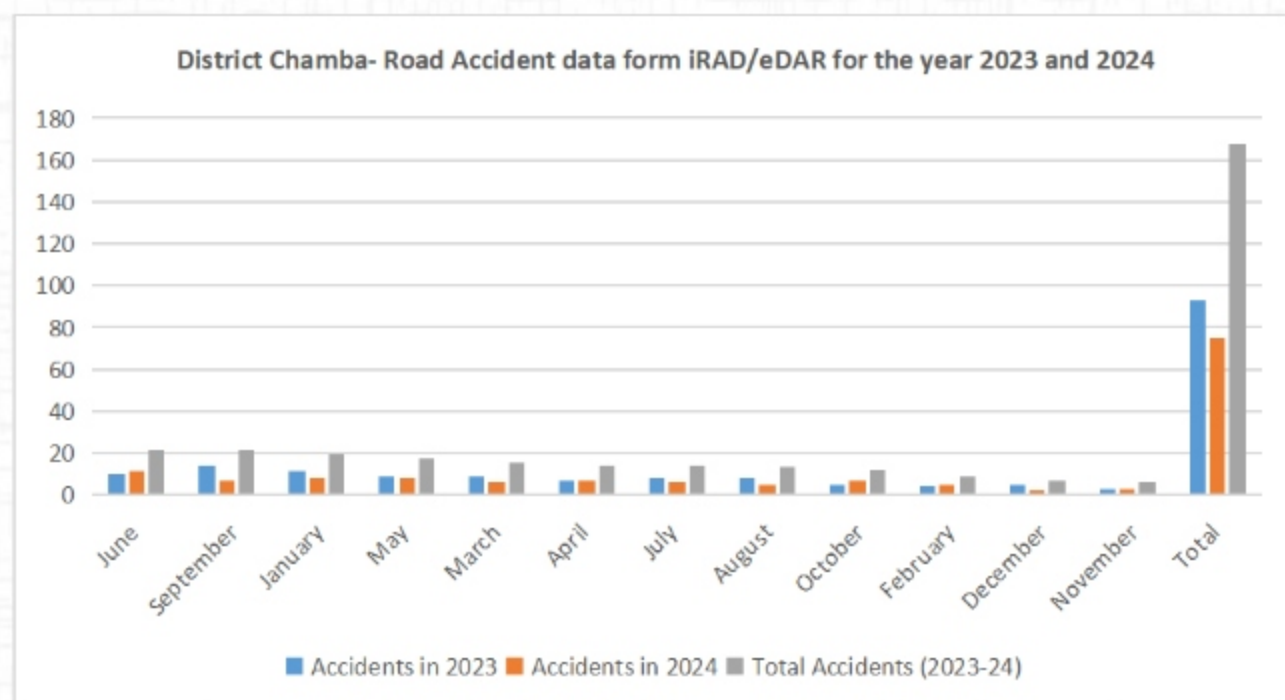


Considering the consolidated road accident data of District Bilaspur for the year 2023 and 2024, Month of September had the maximum number

of accidents, followed by April, March, January, and November. July month had the lowest number of accidents.

3. District Chamba

Accident data- Chamba			
Month	Accidents in 2023	Accidents in 2024	Total
June	10	11	21
September	14	7	21
January	11	8	19
May	9	8	17
March	9	6	15
April	7	7	14
July	8	6	14
August	8	5	13
October	5	7	12
February	4	5	9
December	5	2	7
November	3	3	6
Total	93	75	168

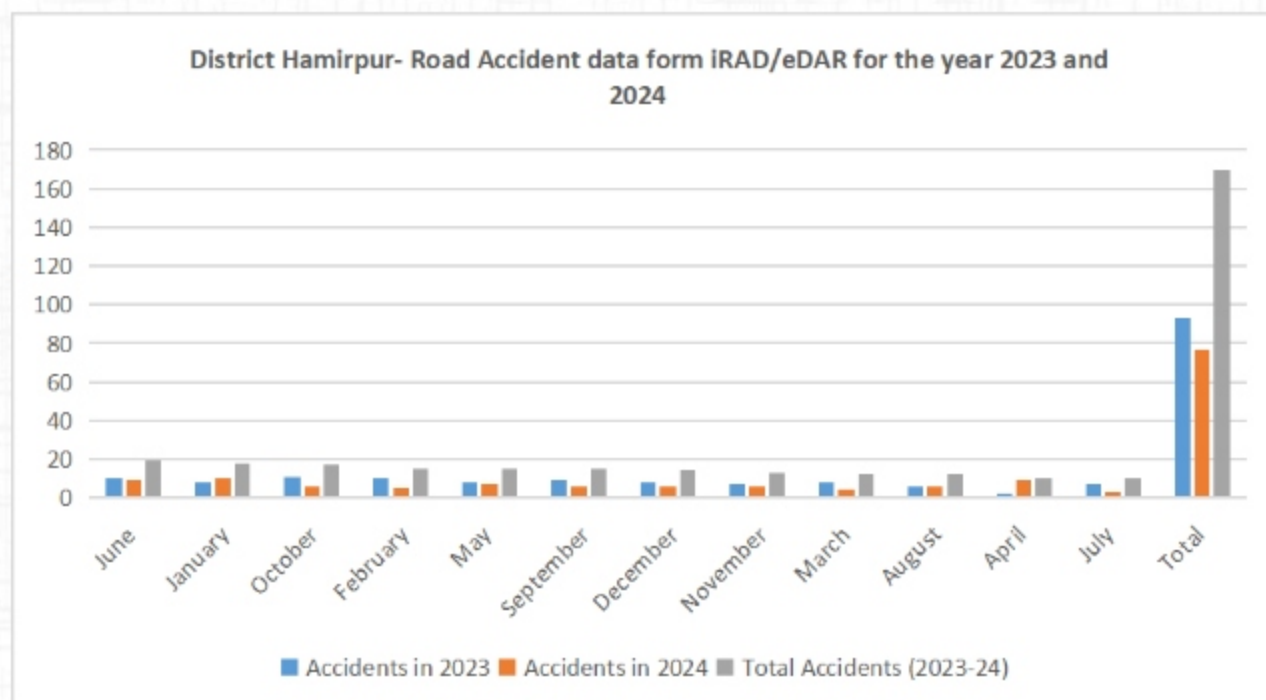


Considering the consolidated road accident data of District Chamba for the year 2023 and 2024, Month of June has the highest number of

accidents, followed by September, January, May and March. The month of November had the lowest number of accidents.

4. District Hamirpur

Accident data- Hamirpur			
Month	Accidents in 2023	Accidents in 2024	Total
June	10	9	19
January	8	10	18
October	11	6	17
February	10	5	15
May	8	7	15
September	9	6	15
December	8	6	14
November	7	6	13
March	8	4	12
August	6	6	12
April	1	9	10
July	7	3	10
Total	93	77	170

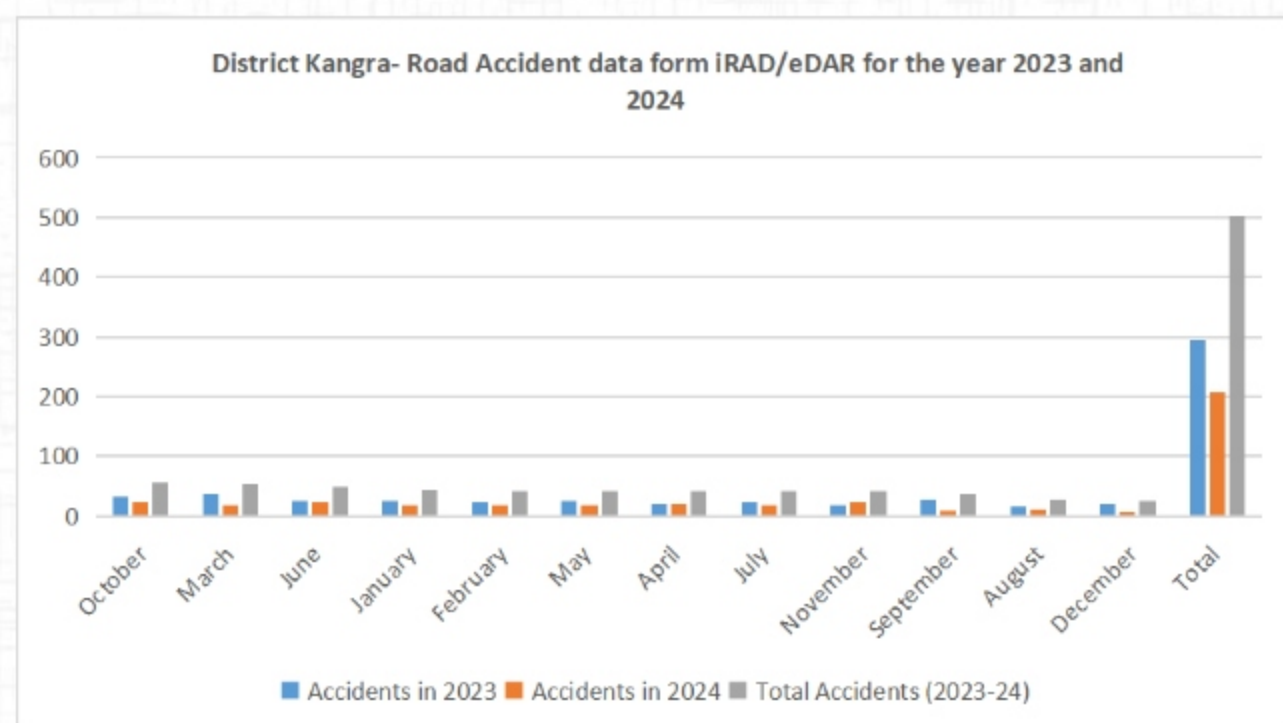


Considering the consolidated road accident data of District Hamirpur for the year 2023 and 2024, Month of June has the highest number of

accidents, followed by January, October, February and May. The month of July had the lowest number of accidents.

5. District Kangra

Accident data- Kangra			
Month	Accidents in 2023	Accidents in 2024	Total
October	33	24	57
March	37	17	54
June	25	24	49
January	25	18	43
February	23	19	42
May	25	17	42
April	20	21	41
July	23	18	41
November	19	22	41
September	28	9	37
August	16	12	28
December	20	6	26
Total	294	207	501

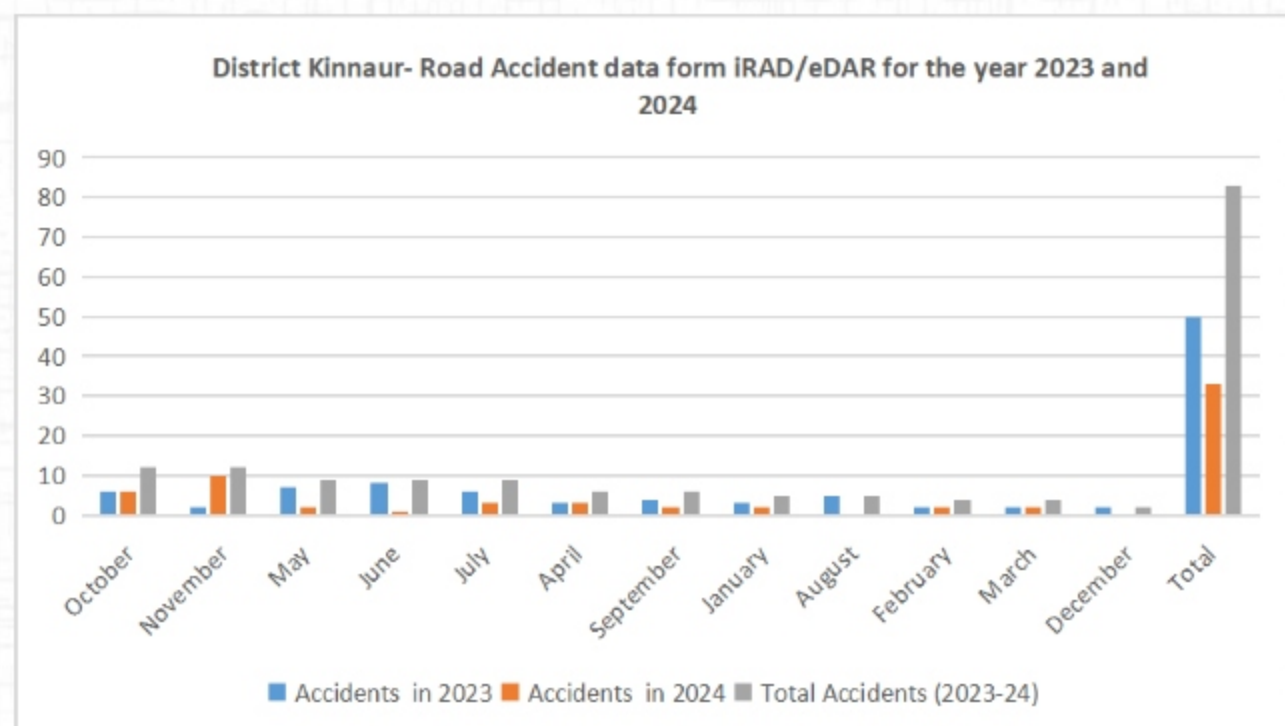


Considering the consolidated road accident data of District Kangra for the year 2023 and 2024, Month of June has the highest number of accidents, followed by

January, October, February and May. The month of July had the lowest number of accidents.

6. District Kinnaur

Accident data- Kinnaur			
Month	Accidents in 2023	Accidents in 2024	Total
October	6	6	12
November	2	10	12
May	7	2	9
June	8	1	9
July	6	3	9
April	3	3	6
September	4	2	6
January	3	2	5
August	5	0	5
February	2	2	4
March	2	2	4
December	2	0	2
Total	50	33	83

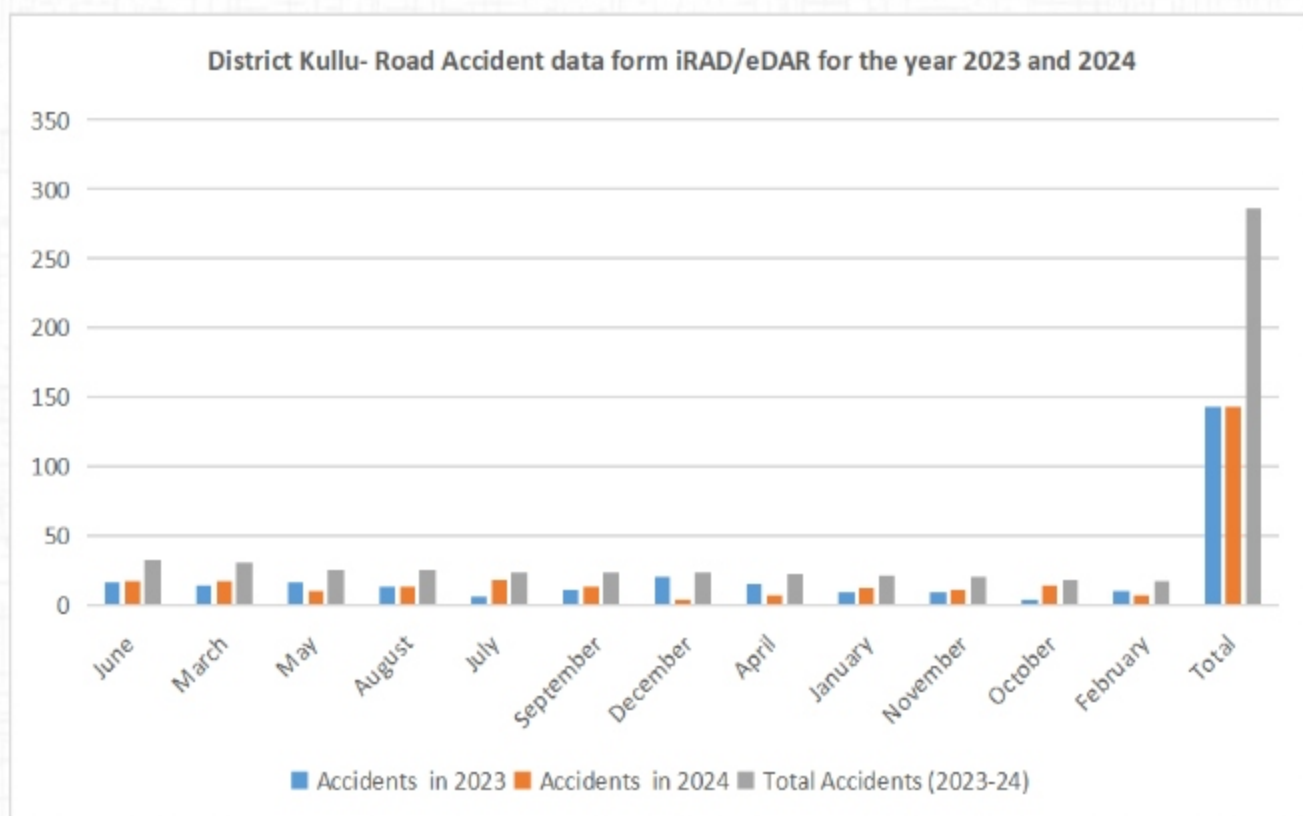


Considering the consolidated road accident data of District Kinnaur for the year 2023 and 2024, Month of October has the highest number of

accidents, followed by November, May, June and July. The month of December had the lowest number of accidents.

7. District Kullu

Accident data- Kullu			
Month	Accidents in 2023	Accidents in 2024	Total
June	16	17	33
March	14	17	31
May	16	10	26
August	13	13	26
July	6	18	24
September	11	13	24
December	20	4	24
April	15	7	22
January	9	12	21
November	9	11	20
October	4	14	18
February	10	7	17
Total	143	143	286

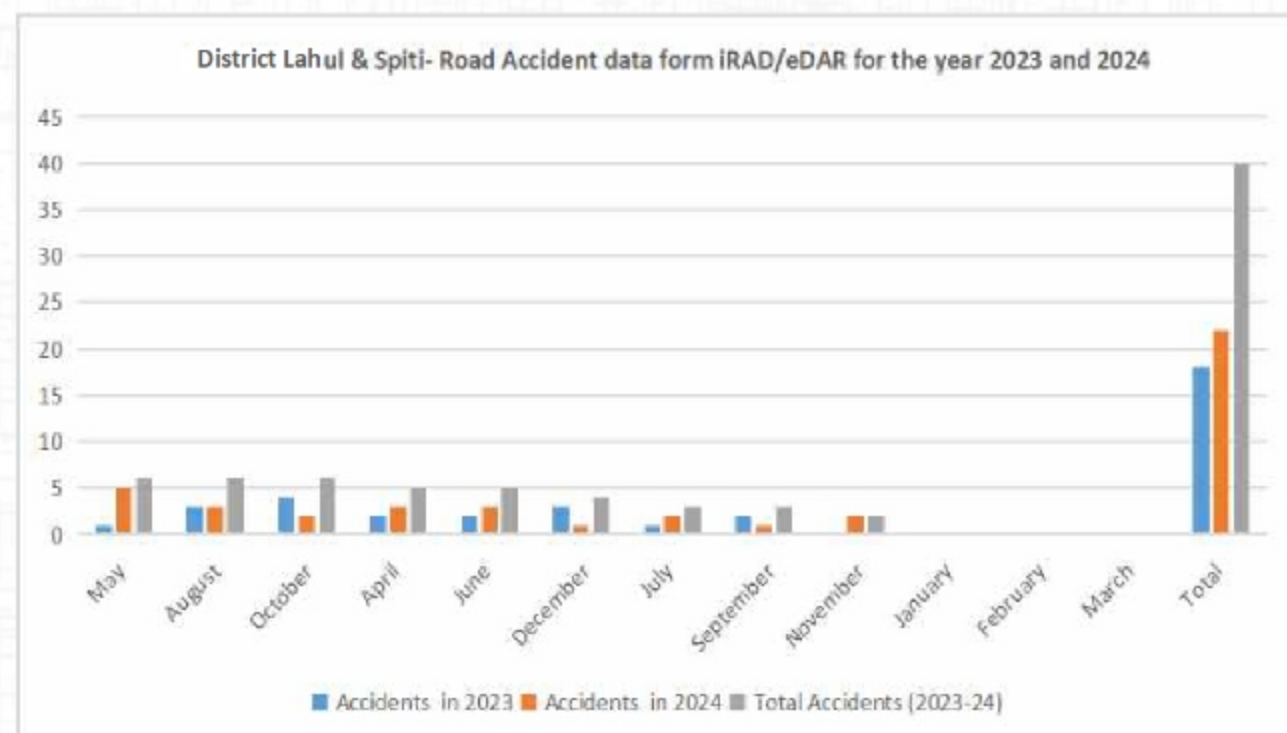


Considering the consolidated road accident data of District Kullu for the year 2023 and 2024, Month of June has the highest number of accidents,

followed by March, May, August and July. The month of February had the lowest number of accidents.

8. District Lahul & Spiti

Accident data- Lahaul Spiti			
Month	Accidents in 2023	Accidents in 2024	Total
May	1	5	6
August	3	3	6
October	4	2	6
April	2	3	5
June	2	3	5
December	3	1	4
July	1	2	3
September	2	1	3
November	0	2	2
January	0	0	0
February	0	0	0
March	0	0	0
Total	18	22	40

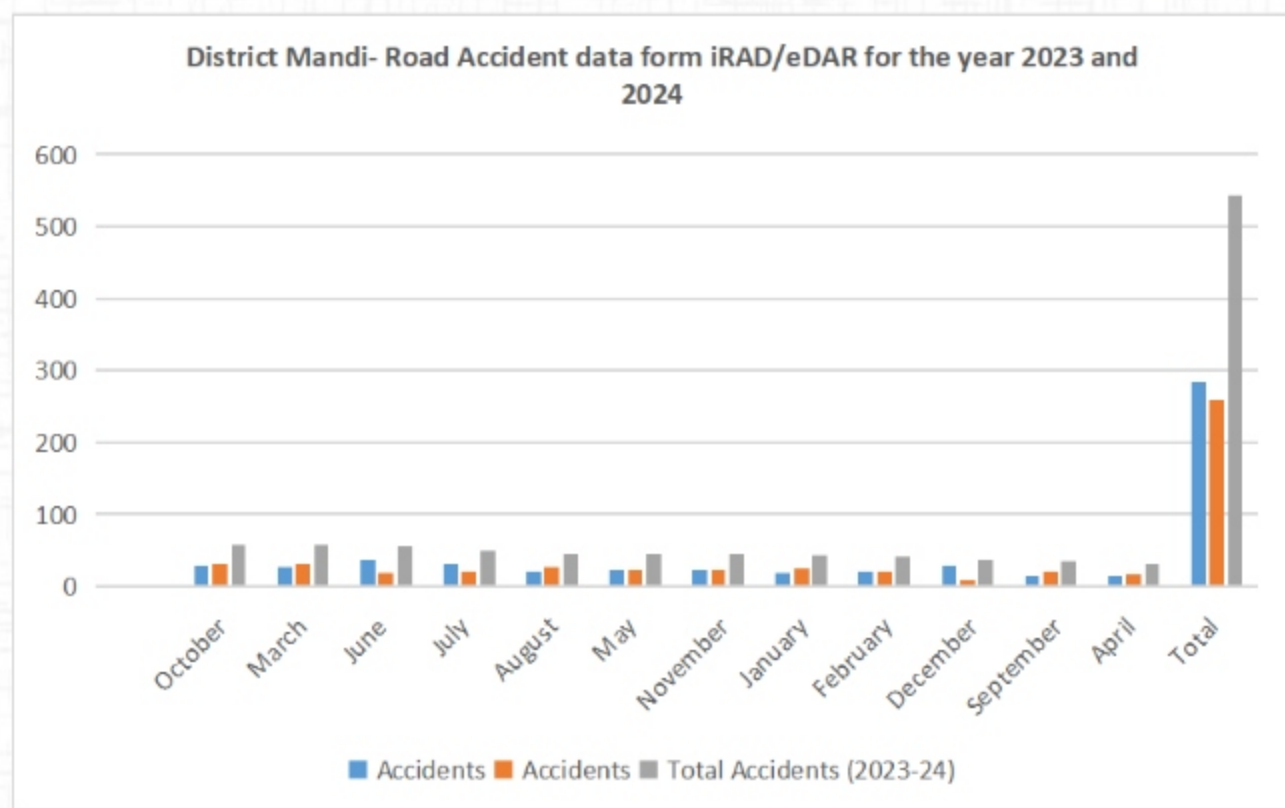


Considering the consolidated road accident data of District Lahul & Spiti for the year 2023 and 2024, Month of May has the highest number of

accidents, followed by August, October, April and June. The month of March had the lowest number of accidents.

9. District Mandi

Accident data- Mandi			
Month	Accidents in 2023	Accidents in 2024	Total
October	28	30	58
March	26	31	57
June	37	18	55
July	30	20	50
August	20	26	46
May	22	23	45
November	23	22	45
January	19	24	43
February	21	20	41
December	29	9	38
September	15	20	35
April	15	16	31
Total	285	259	544

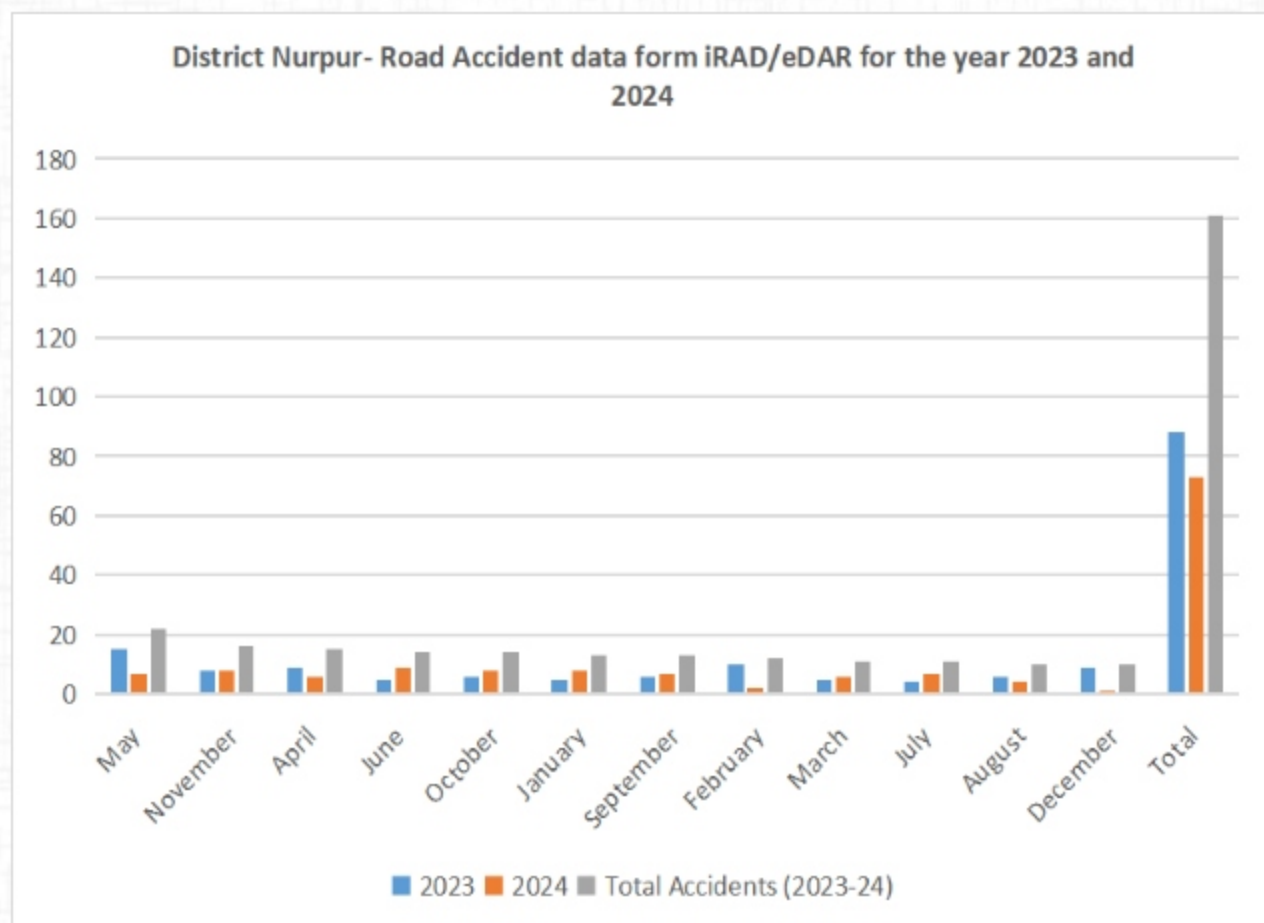


Considering the consolidated road accident data of District Mandi for the year 2023 and 2024, Month of October has the highest number of

accidents, followed by March, June, July and August. The month of April had the lowest number of accidents.

10. District Nurpur

Accident data Nurpur			
Month	2023	2024	Total
May	15	7	22
November	8	8	16
April	9	6	15
June	5	9	14
October	6	8	14
January	5	8	13
September	6	7	13
February	10	2	12
March	5	6	11
July	4	7	11
August	6	4	10
December	9	1	10
Total	88	73	161

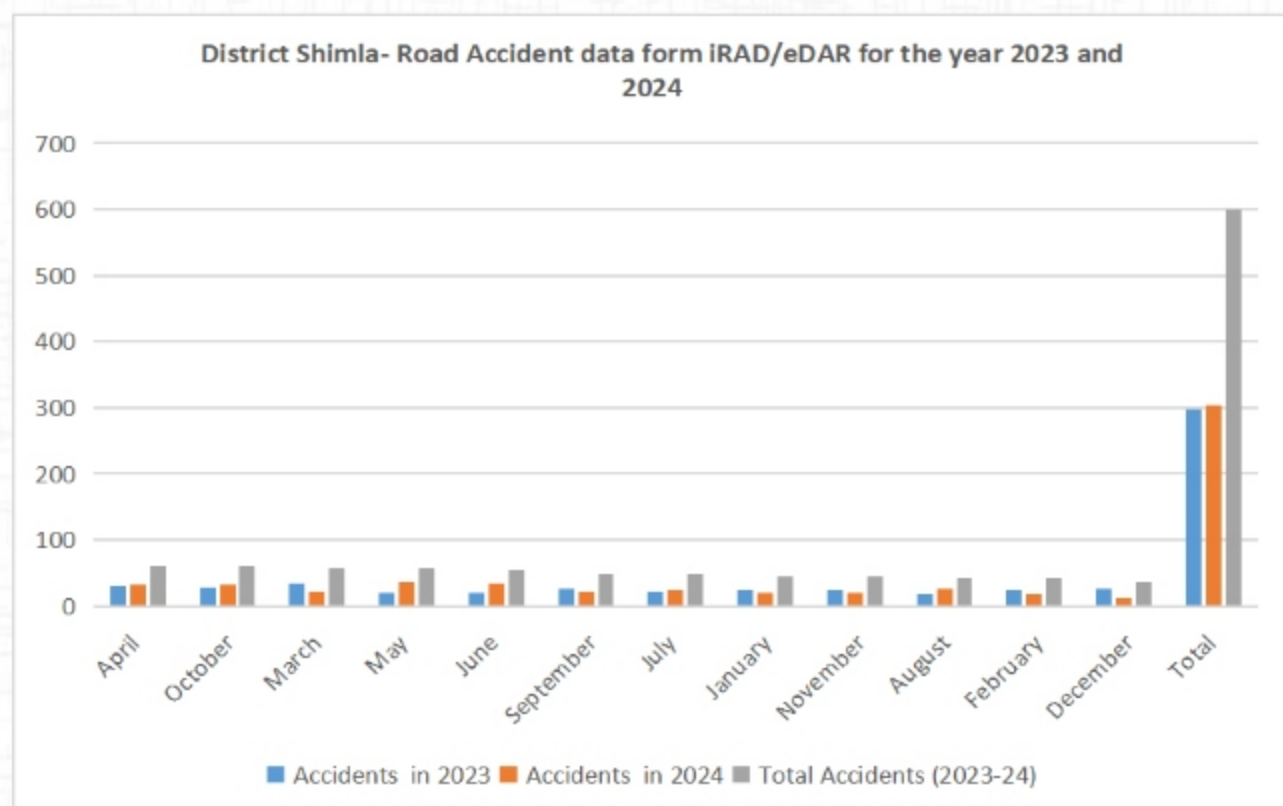


Considering the consolidated road accident data of Police District Nurpur for the year 2023 and 2024, Month of May has the highest number

of accidents, followed by November, April, June and October. The month of December had the lowest number of accidents.

11. District Shimla

Accident data- Shimla			
Month	Accidents in 2023	Accidents in 2024	Total
April	30	32	62
October	29	33	62
March	34	23	57
May	20	37	57
June	19	35	54
September	26	23	49
July	23	25	48
January	25	20	45
November	24	21	45
August	17	26	43
February	25	17	42
December	26	11	37
Total	298	303	601

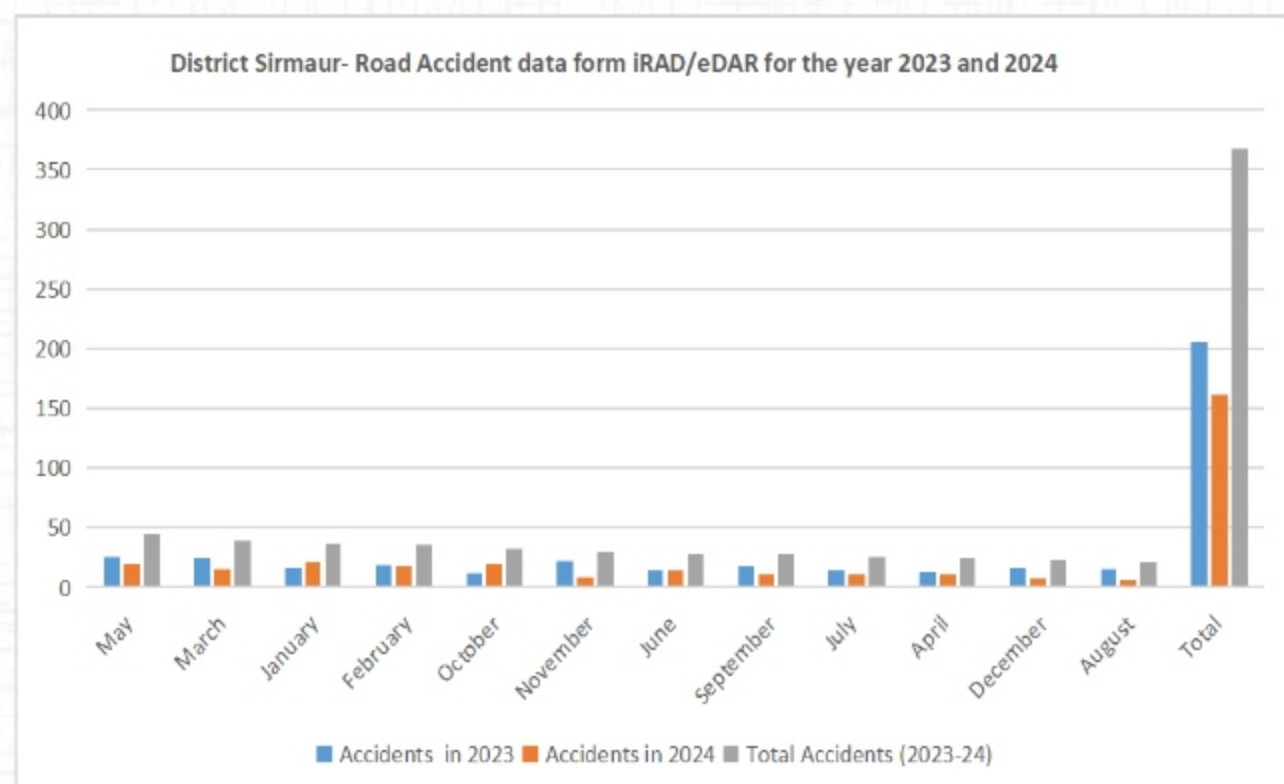


Considering the consolidated road accident data of District Shimla for the year 2023 and 2024, Month of April has the highest number of accidents,

followed by October, March, May and June. The month of December had the lowest number of accidents.

12. District Sirmour

Accident data- Shimla			
Month	Accidents in 2023	Accidents in 2024	Total
May	25	20	45
March	24	15	39
January	16	21	37
February	18	17	35
October	12	20	32
November	22	8	30
June	14	14	28
September	17	11	28
July	14	11	25
April	13	11	24
December	16	7	23
August	15	6	21
Total	206	161	367

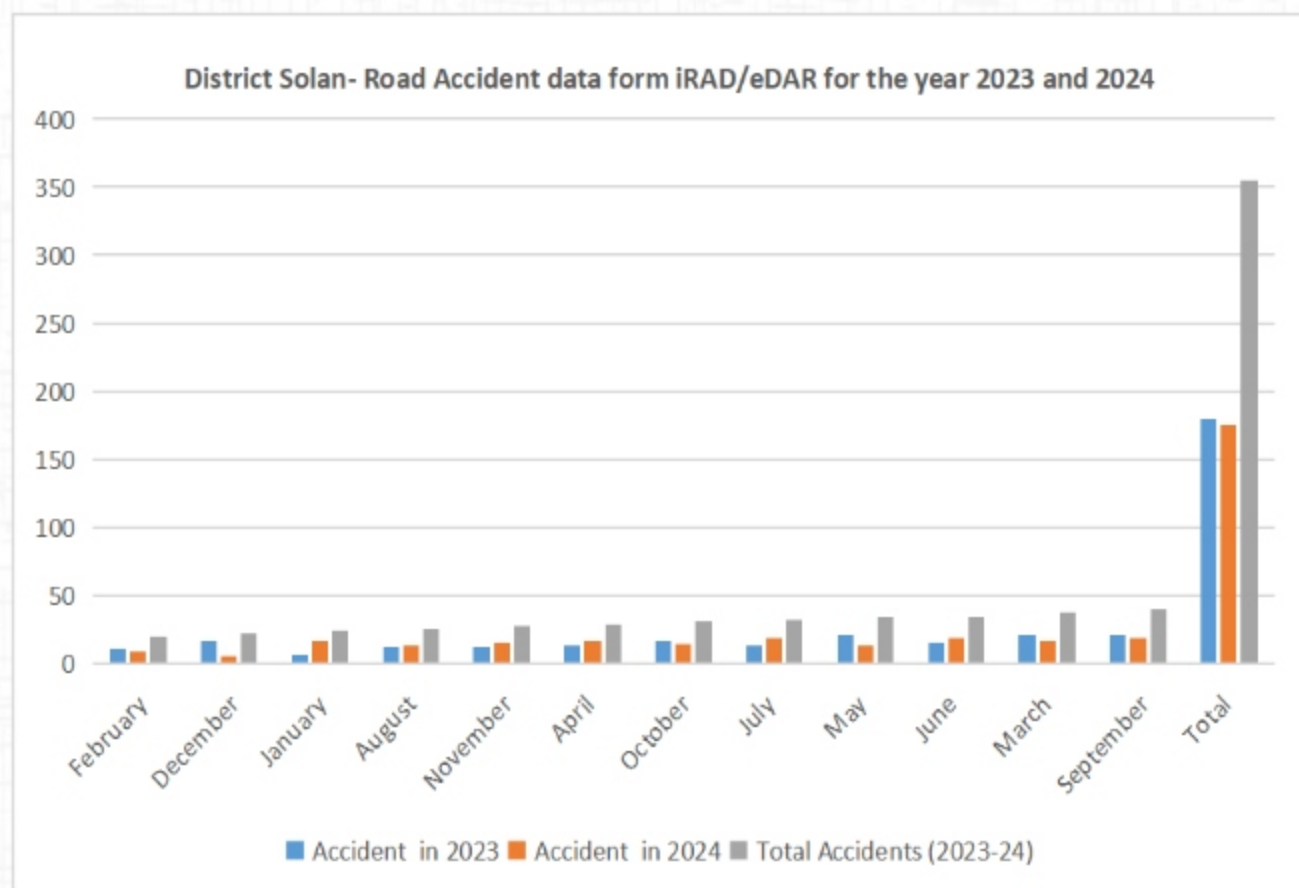


Considering the consolidated road accident data of District Sirmour for the year 2023 and 2024, Month of May has the highest number of

accidents, followed by March, January, February and October. The month of August had the lowest number of accidents.

13. District Solan

Accident data- Solan			
Month	Accident in 2023	Accident in 2024	Total
February	11	9	20
December	17	5	22
January	7	17	24
August	12	13	25
November	12	15	27
April	13	16	29
October	17	14	31
July	13	19	32
May	21	13	34
June	15	19	34
March	21	16	37
September	21	19	40
Total	180	175	355

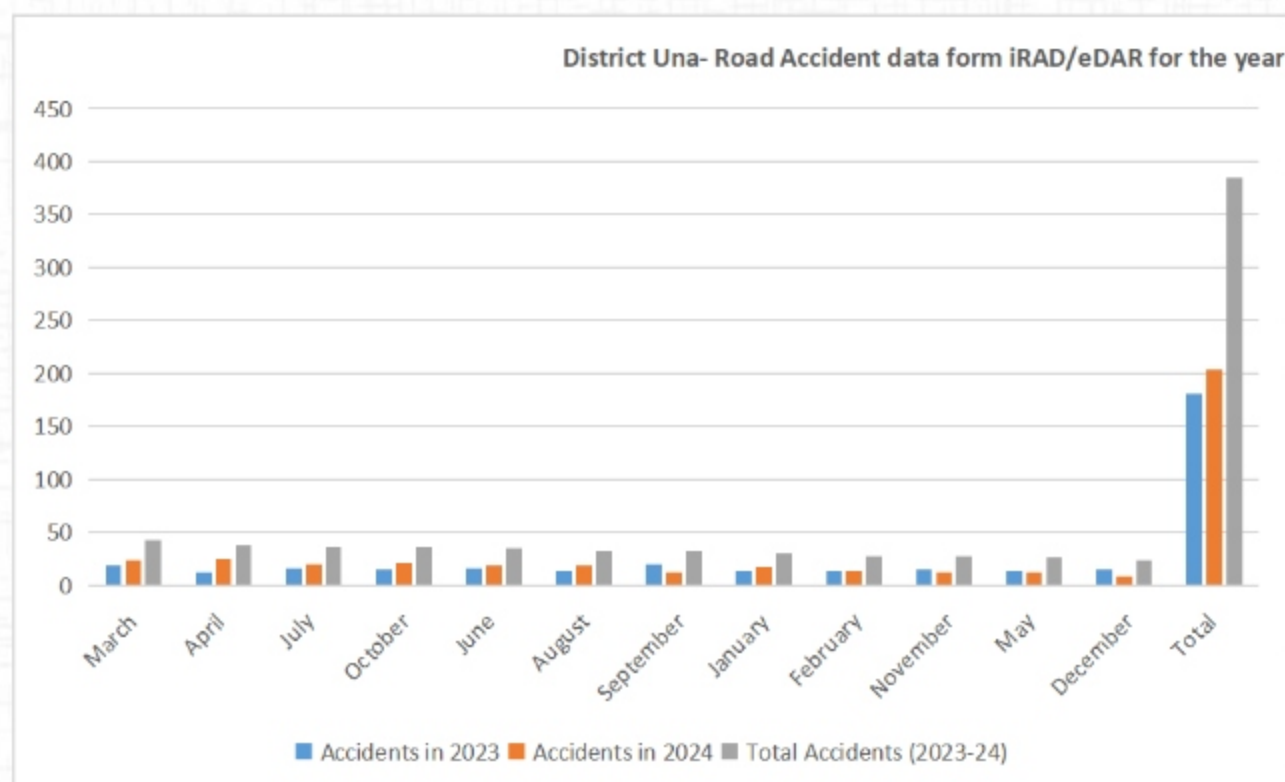


Considering the consolidated road accident data of District Solan for the year 2023 and 2024, Month of February has the highest number of

accidents, followed by December, January, August and November. The month of September had the lowest number of accidents.

14. District Una

Accident data Una			
Month	2023	2024	Total
March	18	24	42
April	12	25	37
July	16	20	36
October	15	21	36
June	16	19	35
August	14	19	33
September	20	12	32
January	13	17	30
February	13	14	27
November	15	12	27
May	14	12	26
December	15	9	24
Total	181	204	385



Considering the consolidated road accident data of District Una for the year 2023 and 2024, Month of March has the highest number of

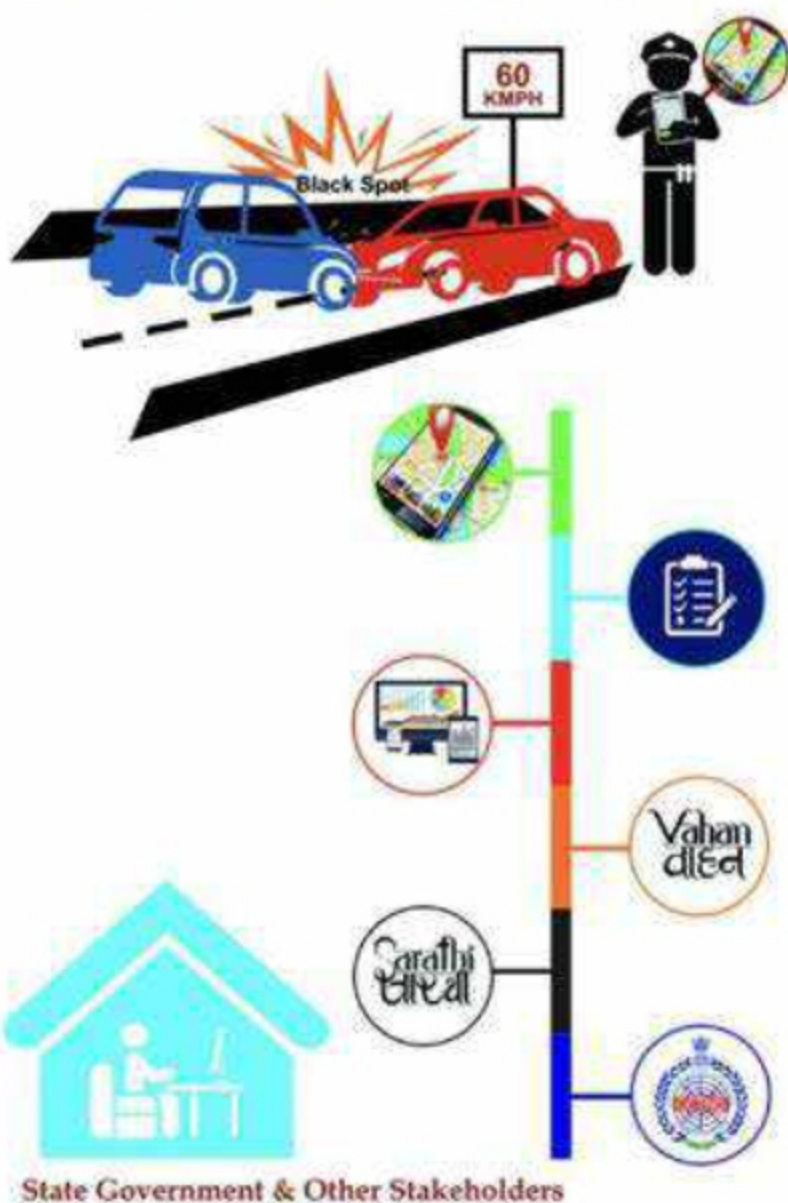
accidents, followed by April, July, October and June. The month of December had the lowest number of accidents.

The District administration has to look for the causes of these accidents in their respective districts. It could be higher inflow of the tourist vehicles during the summer months, navratras, or new- year or it could be seasonal influx of higher vehicular traffic coming in the area for celebration of religious, national or international

festivals e.g Kullu Dussehera, Mandi Shivratri, or local festivals etc.

However the districts can find out the causes of these accidents on these months and strategies accordingly be it finding alternating routes to decongest the roads, stricter enforcement, giving awareness to general public during these times etc.

iRAD (Integrated Road Accident Database) Advancing Road Safety





**ROAD SAFETY ACTIVITIES & ROAD
ACCIDENT MITIGATION MEASURES
TAKEN IN THE STATE DURING
THE YEAR 2024**



SECTION - 7

ROAD SAFETY ACTIVITIES & ROAD ACCIDENT MITIGATION MEASURES TAKEN IN THE STATE DURING THE YEAR 2024

A. Activities on Road Safety carried out by the (Education Department).

1. In order to sensitize youth towards road safety, curriculum on road safety for was prepared and included in the syllabus of class VI to X of all the State Govt. affiliated schools. The chapters on road safety were prepared by SCERT Solan in consultation with the Lead Agency/ Road Safety Cell, Department of Transport. In the year 2024 the SCERT has also prepared chapters on Road Safety and included the same in the English syllabus of class XI and XII. This will ensure that students of all the streams viz commerce, humanities, science study road safety. This will go a long way in sensitizing the students in the age group of 16 to 18 years who will shortly be eligible to obtain driving license.

2. To make the school children aware about the road safety measures and related laws/rules and also to provide them practical training, Road Safety Clubs has been established in 1985 number of Sr. Secondary Schools, 143 number of Colleges in the State, 4 number of Govt. Universities and 161 number of Industrial training Institutes (ITI) of Himachal. An amount of Rs. 2, 51, 35,000/- have been released from Road Safety Fund (@ of Rs. 10000 per Sr. Secondary Schools & @ of Rs. 25000 per Colleges in the State, @ Rs. 50000/- per University, @

Rs. 10000/- per ITI) to the Educational Institutions/Departments for carrying out road safety awareness activities in these institutes during the financial year 2024-25.

3. Health Department conducted "CPR Training Programme" in the State. The Road Safety Cell nominated 10 students of Social Work Department from Himachal Pradesh University to attend this programme in May, 2024.

4. Road Safety Month have been observed from 15th January, 2024 till 14th February, 2024 throughout the State to make general public aware and to motivate the youth to follow road safety rules. Department of Education through their "Road Safety Clubs" carried out road safety awareness in their schools by conducting debates, essay writing competitions, painting competition, slogan writing in their respective institutions.

5. For conducting the awareness about Good Samaritan among the residents living and working around the National Highways, a pilot project was started by the Himachal Pradesh University Department of MSW in collaboration with the Directorate of Transport, Road Safety Cell. An

amount of Rs. 5,29,000/- was given to the MSW Department of Himachal University with the aim to make people

aware about the rights of Good Samaritans and importance of Golden Hour.

B.Activities on Road Safety carried out by the (Police Department).

1. An amount of rupees 64,20,000/- was given for procurement of 9 leaser speed guns, 16 breath alco analyzers, repair and calibration of old alco sensor 100 nos.. In addition to this an amount of 4,20,00,035/- was given for installation of 22 nos. of ITMS and which includes 16,50,035/- Rs. For repair and AMC of already installed ITMS. An amount of Rs. 69,50,000/- was given for traffic regulation equipments including traffic cones, reflective jackets, barricades, light batons, pollution mask etc.

2. In this regard, it is submitted that in addition to the 22 number of ITMS being installed in the State by the Police Department out of Road Safety fund, an amount of Rs. 75 lakhs have been released to SP District Una for installation of CCTV cameras on the border between Himachal and Punjab, Rs. 50 Lakhs is being released to SP District Hamirpur for installation of CCTV cameras on major intersection and junction to check MV Offences and for the identification of Hit and Run accused.

3. An amount of Rs. 8.26

lakhs have been released to D.I.G (TTR) for carrying out geo- fencing of all the Police Stations in the State & to award with reward to police personnel for doing exceptional work in promoting iRAD/ eDAR.

4. Police has installed Intelligent Traffic Management System (ITMS) at 64 locations throughout the state on various National and State highways. With the help of these ITMS in the year 2024- 2,42,955 challas were done for violations with respect to “Over-speeding, Without Helmet driving and Tripple Riding.” From these 2,42,955 challans done through ITMS an amount of Rs. 44,39,30,524/- will be collected and Rs. 7,09,36,023/- has already been collected.

As earlier conveyed to SCCoRS, during the year 2024-25, the inspection of vehicles used for carrying schools & Educational institution students were carried out in every quarter.

1. First inspections- 1st April, 2024- 6th April, 2024.

2. Second inspections- 5th August, 2024- 9th August, 2024.

3. Third inspections- 5th November, 2024-15th November, 2024.

4. Fourth inspections- to be carried out from 3rd March, 2025-7th March, 2025.

In addition to the above quarterly checking w.r.t to school buses and vehicles used for carrying school & Educational institute children, the

directions w.r.t to their additional safety were also given to the Educational Institutes.

During the above mentioned quarterly checking, total 2680 number of vehicles were inspected to ensure that they were complying with the directions of Himachal Pradesh Govt. issued vide notification no. TPT-A (7)-1/2018 dated 12.10.2018.

C. Activities on Road Safety carried out by the Lead Agency, Road Safety Cell (Transport Department).

1. In order to make women drivers aware with respect to "Road Safety" a workshop on "Role of Women Drivers in Road Safety Awareness" which was organized on 24th January, 2024 by the Road Safety Cell, Lead Agency, Directorate of Transport. In this workshop, around 40 women drivers across the State participated and shared their experience with respect to private and commercial driving. The workshop was presided over by Hon'ble Deputy Chief Minister cum Transport Minister, Govt. of Himachal Pradesh.

2. "11th Review Meeting on the Road Safety Situation in the State of Himachal Pradesh" was held on 5th August, 2024 under the chairmanship of Chief Secretary, Govt. of Himachal Pradesh. During the above said meeting the Chairman reviewed road accident

scenario and the steps taken by various stakeholder departments to improve road safety situation in the State.

3. "4th State Level Managing Committee" meeting was held under the chairmanship of Chief Secretary, Govt. of Himachal Pradesh. During the meeting Road Safety Funds for the year 2024- 25 was distributed among the stakeholder departments i.e Police, Education, H.P Public Works Department & Transport Department for carrying out road safety awareness activities, procurement of electronic enforcement equipment etc..

4. Training programme on "Road Safety" for the Assistant Regional Transport Officers (ARTOs) and Motor Vehicles Inspectors (MVIs) was conducted by the Road Safety Cell on 26th June, 2024.

5. Road Safety Cell, Lead Agency in collaboration with Divya Himachal Newspaper and Department of Medical Education conducted “Seminars on Road Safety” with the aim of spreading road safety among the medical, para medical and nursing students and also to sensitise them on the “Emergency Medical response and Training on Trauma Cases” in all the Govt. and private medical colleges in the State of Himachal Pradesh. The 1st of such programme was held on 12th July, 2024 at “Indira Gandhi Medical College”- IGMCM Shimla on 12th July, 2024, she same was persided over by Hon’ble Deputy Chief Minister cum Transport Minister, Govt. of Himachal Pradesh at Shimla. On 13th July, 2024 the programme on road safety was held in MMMCH Medical College Solan, on 15th July, 2024 at YPGMC Medical College at Nahan District Sirmour, on 25th July, 2024 at JLNGMC Medical College at Chamba, on 27th July, 2024 at RKGMC Medical College Hamirpur District Hamirpur, on 9th August, 2024 at RKMGC Medical College Kangra and on 30th August, 2024 at LBSGMC Medical College District Mandi.

6. “Himachal Pradesh State Transport Development and Road Safety Council” meeting was held on 24th August, 2024 under the Chairmanship of Hon’ble Deputy Chief Minister cum Transport Minister Govt. of Himachal Pradesh. In the above meeting the Hon’ble chairman

reviewed the road safety situation in the state and also took a note of the road safety activities being carried out by the stakeholder depatements.

7. Director Transport along with concerned Regional Transport Officers carried out the Road Safety awareness campaigns in all Districts of the state along with the RTA meetings. During the awareness programmes, vehicle owners, bus owners, bus drivers were sensatized on Road Safety and hazards of dangerous driving, overloading, over-speeding etc.

8. During the Road Safety Month- 15th January, 2024 till 14th February, 2024 to make general public aware and to motivate the youth to follow road safety rules, Police and Transport department carried out various enforcement and awareness activities. Regional Transport Officers (RTOs) and ARTOs through “Nukkad Nataks”, distribution of road safety awareness materials, sensitizing the youths in school and colleges, carrying out eye- check camps for the drivers of the commercial vehicles, organizing rallies, conducting awareness among taxi drivers, bus drivers, pickup drivers etc.

9. Officers of Road Safety Cell, visited Inspection and Certification Centre at Baddi and reviewed on going consrtuction work at Baddi centre.

10. Officers of Road Safety visited and inspected the on going construction work of “Driving Testing Centre & Traffic Park” at Haroli District Una. The 1st Driving Testing Centre & Traffic Park is being constructed in District Una at the cost of 10.25 Crores. The ADTT is being developed with the aim to ensure that the Driving Test is done using electronic methods reducing human intervention during the test.

11. The officers of Road Safety visited Una and Nalagarh and delivered lectures on Road Safety to the students, auto-risksha union and to general public with aim to create Road Safety Awareness.

12. To create Road Safety Awareness, the Road Safety Stalls were installed by the RTOs during the National and International fairs and fastivals in Himachal Pradesh i.e. during International summer festival in Shimla, Kullu Dushera, Minjar Mela Chamba, Tableau on Road Safety was displayed on 26th January, 2025 on Republic Day function in Shimla etc.

13. Stall on Road safety was established by Regional Transport Officer Rampur during the “International Lavi Festival” to

sensitize youth and general public towards Road Safety.

14. Implementation Committee meeting was held on 5th November, 2024 under the chairmanship of Director Transport, Govt. of Himachal Pradesh to review the road safety activities carried out by the stakeholder departments. During the above meeting the SCCoRS Road Safety audit directions/ observations were also conveyed to the stakeholder departments. The chairman also reviewed the status of utilization of Road Safety Fund sanctioned and released to the stakeholder departments.

15. Meeting to review the performance of stakeholder departments on iRAD/ eDAR was held 14th May & 25th May- 2024.

16. The Transport Department is carrying out a very effective Enforcement Drive against the violators of Motor Vehicles Acts- 1988. In the year financial year 2023-24 --- 31636 challans were done by the Transport Department and an amount of Rs. 8,23,00,000/- was collected from the offenders by compounding of those challans.

D.Activities on Road Safety carried out by the (Health Department).

1. To increase Trauma care facilities in the State with necessary equipment and trained staff, the budgetary provisions were made in the Road Safety Action Plan for the year

2024-25. Vide the above plan Road Safety Funds were released to the Health Department for following purposes:-

Sr. No.	Name of the Activities for which Road Safety Funds were given to Health Department.	Amount given in Lakhs.
1.	For Up gradation of the existing Health facilities along the national Highways/ State Highways to mitigate crash emergency care.	Rs. 88.00 Lakhs
2.	Capacity building and Training (In management) to the First Responders, who are near highways e.g toll plaza, Dhabhas and volunteers of neighboring village/ULBs etc	Rs. 24.00 Lakhs
3.	Providing of Medical Equipments for I-Emergency Ambulances.	6.00 Lakhs
4.	Grand Total	118.00 Lakhs

Health Department in its reply has further submitted that- as per observations of the SCCoRS, a proposal for setting up of New Trauma Care Facilities at RH Keylong, RH Reckong Peo and GMC Nahan has been submitted to State Government for approval.

2. Health Department conducted intra department hands on

training session in all the District Hospitals. As on date, 98 number of medical officers have been trained on usage on iRAD.

3. The Department is also making an effort to map all the private and Government Ambulances registered with the CMOs in the Districts.

E.Activities on Road Safety carried out by th (Himachal Pradesh-Public Works Department).

1. During the year 2024 Public Works Department was given

Rs. 6, 52,71,000/- for carrying out Road safety activities with respect to the

correction of Black Spots/ Vulnerable Spots.

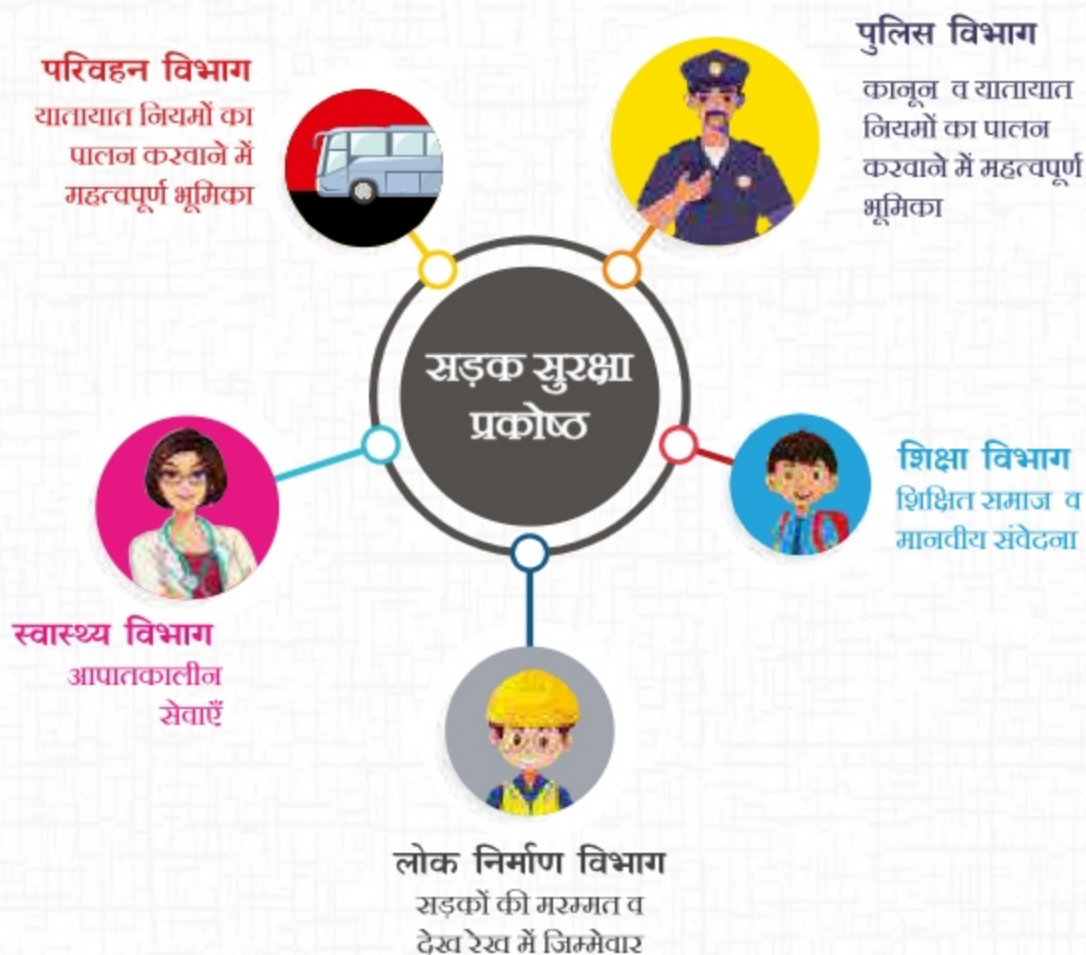
Using these funds the department has planned to install 10372 running metres of crash barriers, improvement of curves which includes 2380 running metres of length and install around 100 cautionary boards/ sign boards on the roads.

2. Department would be conducting training for the Engineers and other staff members on “Improvement of Black Spots”.

3. The department has also installed road furniture on the roads of Shimla city which includes road markings, studs, rumble strips, sign boards etc.



सड़क सुरक्षा - संकल्प हमारा



FINAL ROAD ACCIDENT REPORTING FORMAT FOR THE CALENDAR YEAR 2023									
Name of State/UT Himachal Perdash				Road Accident Data			2023		
1. TOTAL NUMBER OF ROAD ACCIDENTS CLASSIFIED ACCORDING TO MONTH OF THE YEAR									
Month	Type of Accidents					Number of persons involved			
	Fatal	GI	MI	NI	Total	Killed	Greivous Injured	Minor Injured	Total
1. January	60	44	56	15	175	73	60	150	283
2. February	57	43	64	10	174	65	68	187	320
3. March	87	58	70	14	229	105	96	248	449
4. April	56	42	57	9	164	64	76	151	291
5. May	82	41	74	11	208	99	67	211	377
6. June	54	48	86	15	203	65	84	327	476
7. July	47	42	76	21	186	66	62	204	332
8. August	50	42	56	7	155	65	68	173	306
9. September	57	48	85	8	198	72	88	212	372
10. October	63	56	68	17	204	69	85	183	337
11. November	54	40	54	13	161	68	74	140	282
12. December	60	49	74	13	196	78	78	212	368
TOTAL	727	553	820	153	2253	889	906	2398	4193

2. ACCIDENTS CLASSIFIED ACCORDING TO AREA AND TIME

Urban														Rural						
Time	Type of Accidents					Number of persons					Type of Accidents					Number of persons				
	Fatal	GI	MI	NI	Total	Killed	GI	MI	Total	Fatal	GI	MI	NI	Total	Killed	GI	MI	Total		
06.00 to 9.00 hrs (Day)	15	21	16	4	56	17	34	41		49	30	51	5	135	73	64		228		
09.00 to 12.00 hrs (Day)	24	19	32	4	79	25	33	81		75	50	73	12	210	92	80		259		
12.00 to 15.00 hrs (Day)	23	21	35	8	87	27	33	79		60	57	67	12	196	72	90		238		
15.00 to 18.00 hrs (Day)	29	32	28	8	97	32	53	83		101	68	122	16	307	118	119		371		
18.00 to 21.00 hrs (Night)	36	46	51	15	148	44	62	107		105	89	109	18	321	130	135		282		
21.00 to 24.00 hrs (Night)	27	24	29	8	88	34	39	97		89	44	121	20	274	101	75		293		
00.00 to 3.00 hrs (Night)	12	7	15	4	38	13	13	33		57	23	32	8	120	79	41		125		
03.00 to 6.00 hrs (Night)	6	8	19	6	39	6	12	33		19	14	20	5	58	26	23		48		
Un-known time	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0		
TOTAL\$	172	178	225	57	632	198	279	554		555	375	595	96	1621	691	627		1844		

\$:Totals should tally with totals in format I

3. Accidents Classified According to Weather Conditions

Weather Condition	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greviously Injured	Minor Injury
1. Sunny/Clear	547	441	646	112	1746	657	699	1855
2. Rainy	39	33	61	13	146	51	55	194
3. Foggy & Misty	57	39	42	14	152	71	68	100
4. Hail/Sleet	3	5	7	0	15	3	9	19
5. Others (Cloudy)	81	35	64	14	194	107	75	230
TOTAL\$	727	553	820	153	2253	889	906	2398

\$:Totals should tally with totals in format I

4. Accidents According to the Classification of Road

Classification of Road	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Expressways	0	0	0	0	0	0	0	0
2. National Highways	305	276	411	82	1074	365	429	1152
3. State Highways	147	104	138	30	419	177	174	419
4. Other Roads	275	173	271	41	760	347	303	827
Total\$	727	553	820	153	2253	889	906	2398

\$: Totals should tally with totals in format I

5. Accidents Classified According to Road Environment

Accident Spot	Number of Accidents					Number of Persons			Comments if any
	Fatal	Greivous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured		
							Greivously Injured	Minor Injury	
1. Residential Area	90	105	132	24	351	108	162	326	
2. Institutional Area *	40	25	34	3	102	46	28	132	
3. Market/ Commercial area #	140	144	155	40	479	166	217	377	
4. Open Area	395	236	408	64	1103	498	400	1340	
5. Others (Bridge,Tunnel)	62	43	91	22	218	71	99	223	
TOTAL	727	553	820	153	2253	889	906	2398	

\$: Totals should tally with totals in format I

* Institutional Area: Colleges, Schools, offices & religious places etc.

Markets/Commercial : Shops

6. Accidents Classified According to Road Features

Road Features	Number of Accidents					Number of Persons		
	Fatal	Grievous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Grievously Injured	Minor Injury
1. Straight Road	299	237	322	61	919	342	350	883
2. Curved Road	211	114	212	26	563	264	187	563
3. Bridge	25	26	35	6	92	34	56	118
4. Culvert	9	8	16	1	34	12	21	42
5. Pot Holes	6	5	6	1	18	7	11	38
6. Steep Grade	59	22	30	7	118	71	34	120
7. Ongoing Road Works/Under Construction	34	24	37	12	107	46	44	97
8. Others (Concrete Road Deep slope, Snowy)	84	117	162	39	402	113	203	537
TOTAL \$	727	553	820	153	2253	889	906	2398

\$.Totals should tally with totals in format I

7. Accidents Classified According to Junction Type

Junction Type	Number of Accidents				Number of Persons		
	Fatal	Greivous Injury (need hospitalisation)	Minor Injury needing hospitalisation)	Non Injury	Total	Killed	Injured
1. T Junction	26	20	34	5	85	32	69
2 Y Junction	11	18	25	4	58	15	49
3. Four Arm Junction	7	2	3	1	13	7	8
4. Staggered Junction *	0	2	2	1	5	0	7
5.Round About Junction	0	2	0	0	2	0	0
Total	44	44	64	11	163	54	133

Format 7 totals should tally with totals of format 8
 But the total is less than the totals given in format 1
 Because this information relates with Junctions only

Staggered Junction: A place where several roads meet
 a main road at a slight distance apart so that they do not all come together at the same point.

8. Accidents Classified According to Traffic Control at Junction

Traffic Control	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Greviously Injured	Minor Injury
1. Traffic light Signal	0	0	0	0	0	0	0	0
2. Police Controlled	3	5	11	1	20	6	5	19
3. Stop Sign	0	0	1	0	1	0	0	1
4. Flashing signal/ blinker	19	13	29	5	66	25	28	55
5. Uncontrolled	22	26	23	5	76	23	40	58
Total	44	44	64	11	163	54	73	133

Totals Same as format 7 totals.

9. Location of pedestrian accidents according to whether at Pedestrian Infrastructure \$

Pedestrian Infrastructure	Number of Accidents					Number of persons			Comments if any
	Fatal	Greivous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Fatal	Greivous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	
1.Zebra Crossing	0	0	2	0	2	0	0	2	
2.Foot Bridge/Subway	0	0	0	0	0	0	0	0	
3.Footpath	14	10	12	0	36	14	16	30	
4.Others (where there is no pedestrian infrastructure)	96	79	105	3	283	108	98	172	Provide chainage where pedestrians in this category are dying
Total	110	89	119	3	321	122	114	204	

Totals should tally with the total numbr of Pedestrians (accidents, killed & Injured) with format 10 (d)

\$ Information to be filled in respect of pedestrians in the format according to presense of Zebra crossing , foot bridge and footpath.

10 (a): Persons killed in Accidents Classified by the type of impacting vehicles

Crime Vehicle	1. Bicycles	2. Two Wheelers	3. Auto Rickshaws	4. Cars, Taxis, Vans & LMV	5. Trucks/ Lorries	6. Buses	7. Other Non-motorized vehicle (E-rickshaw etc.)	8. Others	9. Total
Victim/Victim Vehicle									
1. Pedestrian	0	33	0	46	20	4	0	19	122
2. Bicycles	0	2	0	2	0	1	0	0	5
3. Two Wheelers	0	82	0	112	64	21	0	45	324
4. Auto Rickshaws	0	0	1	0	0	0	0	2	3
5. Cars, Taxis, Vans & LMV	0	38	6	169	35	13	3	53	317
6. Trucks/Lorries	0	15	1	8	33	5	0	16	78
7. Buses	0	5	0	4	2	3	0	13	27
8. Other Non-motorized vehicle (E-rickshaw etc.)	0	0	0	0	0	0	0	0	0
9. Others	0	6	0	4	0	0	0	3	13
Total	0	181	8	345	154	47	3	151	889

Totals should tally with format 10(d)

10 (b): Persons Grevious injured in Accidents Classified by the type of impacting vehicles

Crime Vehicle	1. Bicycles	2.Two Wheelers	3.Auto Rickshaws	4.Cars, Taxis, Vans & LMV	5.Trucks/ Lorries	6.Buses	7. Other Non-motorized vehicle (E-rickshaw etc.)	8. Others	9.Total
1. Pedestrian	0	38	0	52	15	6	0	3	114
2. Bicycles	0	1	0	4	1	0	0	0	6
3.Two Wheelers	0	105	0	111	57	14	0	38	325
4.Auto Rickshaws	0	0	0	0	0	0	0	0	0
5.Cars, Taxis, Vans & LMV	0	84	0	147	45	14	2	29	321
6.Trucks/Lorries	0	19	0	28	25	9	0	9	90
7.Buses	0	2	0	8	7	9	0	14	40
8. Other Non-motorized vehicle (E-rickshaw etc.)	0	0	0	0	0	0	0	0	0
9. Others	0	6	0	0	0	0	0	4	10
Total	0	255	0	350	150	52	2	97	906

Totals should tally with format 10(d)

10 (c): Persons Minor injured in Accidents Classified by the type of impacting vehicles

Crime Vehicle Victim/Victim Vehicle	1. Bicycles	2. Two Wheelers	3. Auto Rickshaws	4. Cars, Taxis, Vans & LMV	5. Trucks/Lor- ries	6. Buses	7. Other Non- motorized vehicle (E-rickshaw etc.)	8. Others	9. Total
1. Pedestrian	0	75	2	79	16	16	2	14	204
2. Bicycles	0	3	0	5	2	0	0	0	10
3. Two Wheelers	0	232	2	273	99	41	1	26	674
4. Auto Rickshaws	0	0	1	4	1	0	0	4	10
5. Cars, Taxis, Vans & LMV	0	148	2	480	194	40	0	94	958
6. Trucks/Lorries	0	58	0	54	75	12	0	24	223
7. Buses	0	63	0	37	30	52	5	67	254
8. Other Non- motorized vehicle (E-rickshaw etc.)	0	0	0	0	0	0	0	0	0
9. Others	0	6	0	6	3	1	0	49	65
Total	0	583	7	938	419	163	8	278	2398

Totals should tally with format 10(d)

10 (d). Summary table of format 10 (a), 10 (b) & 10 (c)

Vehicles/persons involved	Number of Accidents				Number of Persons		
	Fatal	Greivous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured
1. Pedestrian	110	89	119	3	321	122	114
2. Bicycles	5	5	7	0	17	5	6
3. Two Wheelers	257	193	246	23	720	324	325
4. Auto Rickshaws	3	0	3	2	8	3	0
5. Cars, Taxis, Vans & LMV	268	196	303	69	837	317	321
6. Trucks/Lorries	55	47	95	38	235	78	90
7. Buses	22	15	40	9	84	27	40
8. Other Non-motorized vehicle (E-rickshaw etc.)	0	0	0	0	0	0	0
9. Others	7	8	7	9	31	13	10
Total	727	553	820	153	2253	889	906
							2398

Totals should tally with format I

11.Accidents Classified According to Age of Impacting Vehicles

Age of Vehicles	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greviously Injured	Minor Injury
1. Less than 5 years	170	137	180	30	517	199	234	581
2 5 – 10 years	178	125	222	34	559	197	198	614
3. 10.1 - 15 years	116	113	128	30	387	170	173	343
4. > 15 years	142	103	171	31	447	173	192	512
5.Age Not Known	121	75	119	28	343	150	109	348
Total	727	553	820	153	2253	889	906	2398

Totals should tally with format I

12. Accidents Classified According to Load Condition of Involved Vehicle

Load Condition	Number of Accidents					Number of Persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Injured	
							Greviously Injured	Minor Injury
1. Normally Loaded	444	355	521	94	1414	546	573	1605
2. Overloaded/ Hanging	19	5	5	1	30	34	20	66
3. Empty	145	98	140	29	412	172	164	355
4. Not known	119	95	154	29	397	137	149	372
Total	727	553	820	153	2253	889	906	2398

Totals should tally with format I

13. (a) Accidents Classified According to Type of Collision/Impact

Nature of Accident	Number of Accidents					Number of Persons		
	Fatal	Greivous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Greivous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)
1 Vehicle to Vehicle	611	459	692	148	1910	761	786	2181
2. Vehicle to Pedestrian	110	89	119	3	321	122	114	204
3. Vehicle to Non-Motorised vehicle	5	5	7	0	17	5	6	10
4. Vehicle to Animal	1	0	2	2	5	1	0	3
Total	727	553	820	153	2253	889	906	2398

S.No '1, 2 & 3 should tally with format 10 (a), 10 (b) & 10 (c)

But point 2 Vehicle to pedestrian (Number of persons killed & Injured) should tally with format 17 point (1) and format 18 point (C) in re

13.(b) Accidents Classified According to Type of Collision

Nature of Accident/ Fatalities	Number of Accidents					Number of persons		
	Fatal	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Grevious Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)
1.Hit & Run	73	73	74	17	237	77	109	168
2.Hit With Parked Vehicle	14	12	33	11	70	14	24	80
3.Hit from Back	98	71	113	28	310	125	117	299
4. Hit from side	98	113	148	26	385	112	176	396
5.Run Off Road	145	65	88	4	302	198	123	435
6.Hit with Fixed Object	31	19	29	6	85	40	37	72
7.Vehicle Overturn	31	22	31	4	88	34	29	92
8.Head on Collision	135	116	215	30	496	153	182	599
9.Others (Specify)	102	62	89	27	280	136	109	257
Total	727	553	820	153	2253	889	906	2398

Totals should tally with format I

14. Accidents Classified According to Type of Traffic Violations

Type of Traffic Violations	Number of Accidents					Number of Persons		
	Fatal	Previous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total	Killed	Previously Injured	Minor Injury
1. Over-Speeding	288	216	275	46	825	355	368	839
2. Drunken Driving/ Consumption of alcohol & drug	17	25	23	4	69	20	44	68
3. Driving on Wrong side	61	77	80	16	234	66	120	237
4. Jumping Red Light	0	0	0	0	0	0	0	0
5. Use of Mobile Phone	2	0	6	3	11	2	1	14
6. Others#	359	235	436	84	1114	446	373	1240
Total	727	553	820	153	2253	889	906	2398

This format should tally with Format 1

#Others refers to other than traffic violation i.e lost control, slept, poor road visibility, engineering defect etc

15. Persons killed and Injured due to Non wearing of Safety Device by Victims

Safety Devices	Number of Persons		
	Killed	Previously Injured (need hospitalisation)	Minor Injured (need hospitalisation)
1.Non-Wearing of Helmets	139	85	111
a) Drivers	66	51	60
b) Passengers	73	34	51
2.Non-Wearing of Seat Belt	47	42	50
a. Drivers	15	22	24
b. Passengers	32	20	26

This format should not tally with any Format

16. Accidents Classified According to License of Drivers

Type of License	Number of Accidents				
	Fatal	Greivous Injury (need hospitalisation)	Minor Injury (not needing hospitalisation)	Non Injury	Total
1. Valid Permanent License	478	383	539	127	1527
2.Learner License	6	5	6	0	17
3.Without License	91	86	111	15	303
4. Not known	152	79	164	11	406
Total	727	553	820	153	2253

Totals should tally with format I

17. Accidents Classified According to Type of Road User

Persons	Number of Persons							
	Killed		Previously Injured (need hospitalisation)		Minor Injured (not needing)		Total	
	Male	Female	Male	Female	Male	Female	Male	Female
1. Pedestrian	95	27	89	25	149	55	333	107
2. Bicycles	0	0	0	0	0	0	0	0
a) Drivers	0	0	0	0	0	0	0	0
b) Passengers	5	0	5	1	10	0	20	1
3. Two Wheelers	0	0	0	0	0	0	0	0
a) Drivers	177	4	205	10	432	89	814	103
b) Passengers	58	24	99	24	186	85	343	133
4. Auto Rickshaws	0	0	0	0	0	0	0	0
a) Drivers	3	0	0	0	2	0	5	0
b) Passengers	2	1	0	0	3	2	5	3
5. Cars, Taxis, Vans & LMV	0	0	0	0	0	0	0	0
a) Drivers	144	4	127	6	356	49	627	59
b) Passengers	163	50	133	34	376	163	672	247
6. Trucks/Lorries	0	0	0	0	0	0	0	0
a) Drivers	53	0	44	0	114	13	211	13
b) Passengers	36	10	46	1	81	7	163	18
7. Buses	0	0	0	0	0	0	0	0
a) Drivers	10	0	21	0	38	0	69	0
b) Passengers	11	5	17	13	96	72	124	90
8. Other Non-Motor Vehicles (E-rickshaw etc.)	0	0	0	0	0	0	0	0
a) Drivers	0	0	0	0	0	0	0	0
b) Passengers	0	0	0	0	0	0	0	0
9. Others	0	0	0	0	0	0	0	0
a) Drivers	4	0	2	0	14	0	20	0
b) Passengers	3	0	4	0	6	0	13	0
Total	764	125	792	114	1863	535	3419	774
a) Drivers	391	8	399	16	956	151	1746	175
b) Pedestrian+ Passenger	373	117	393	98	907	384	1673	599

Totals should tally with format I

And categories wise totals should tally with format 18 also.

Other Persons to be included in pedestrian category

18. Persons killed and Injured according to Type of Victims, Age and Sex

Victims	Number of Persons									
	Killed		Injured							
	Male	Female	Male	Female						
(A) Drivers – Total	391	8	1355	167						
1. Less than 18 years	35	0	123	19						
2. 18-25	104	3	289	50						
3. 25-35	107	2	390	48						
4. 35-45	77	1	337	31						
5. 45-60	57	2	176	18						
6. 60 and Above	11	0	37	1						
Age not known	0	0	3	0						
(B) Passengers – Total	273	90	1047	401	273	90	299	72	748	329
1. Less than 18 years	21	8	88	31	5	0	15	1	(D) Cyclist – Total	
2. 18-25	58	18	209	74	278	90	314	73	Format 17	
3. 25-35	80	20	284	88						
4. 35-45	52	21	215	90						
5. 45-60	36	16	172	85						
6. 60 and Above	16	5	61	27						
Age not known	10	2	18	6						
(C) Pedestrian – Total	95	27	238	80						
1. Less than 18 years	7	5	12	6						
2. 18-25	20	6	37	18						
3. 25-35	21	5	76	25						
4. 35-45	18	4	57	13						
5. 45-60	18	6	35	9						
6. 60 and Above	10	0	14	7						
Age not known	1	1	7	2						
(D) Cyclist – Total	5	0	15	1						
1. Less than 18 years	0	0	0	0						
2. 18-25	2	0	5	1						
3. 25-35	1	0	6	0						
4. 35-45	1	0	2	0						
5. 45-60	1	0	2	0						
6. 60 and Above	0	0	0	0						
Age not known	0	0	0	0						
Total	764	125	2655	649						
1. Less than 18 years	63	13	223	56						
2. 18-25	184	27	540	143						
3. 25-35	209	27	756	161						
4. 35-45	148	26	611	134						
5. 45-60	112	24	385	112						
6. 60 and Above	37	5	112	35						
Age not known	11	3	28	8						

Totals should tally with format 1
 And categories wise totals should tally with format 17 also.
 Other Persons to be included in pedestrian category

**Format 19: Accidents & fatalities occurred on National Highways*
under different categories**

Different categories	Total Accidents	Killed
1	2	3
1. National Highways under NHAI	550	172
2. National Highways under State PWD	449	171
3. National Highways under Other Departments	75	22
4. Total	1074	365

Totals should tally with totals in format 4 points 1 & 2 (National Highways+Expressways)

* Including Expressways

**Format 20: Accidents/Persons killed under the category of road use
on National Highways* under different categories**

Road User	National Highways under NHAI		National Highways under State PWD		National Highways under Other Departments	
	Total Accidents	Persons killed	Total Accidents	Persons killed	Total Accidents	Persons killed
1. Pedestrian	30	20	40	27	5	3
2. Bicycles	0	0	0	0	0	0
3. Two Wheelers	177	67	159	56	21	4
4. Auto Rickshaws	1	0	1	1	0	0
5. Cars, Taxis, Vans & LMV	246	58	163	59	35	10
6. Trucks/Lorries	55	9	52	15	7	1
7. Buses	23	7	22	10	3	3
8. Other Non-Motorized Vehicles (E-rickshaw etc.)	0	0	6	0	0	0
9. Others	18	11	6	3	4	1
Total	550	172	449	171	75	22

Totals should tally with totals in format 4 points 1 & 2 (National Highways+Expressways)

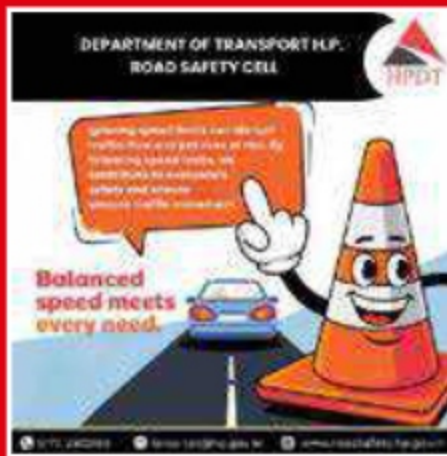
* Including Expressways

**Format 21: Accidents & fatalities classified according to type of traffic violation
on National Highways* under different categories**

Type of traffic violation	National Highways under NHAI		National Highways under State PWD		National Highways under Other Departments	
	Total Accidents	Persons killed	Total Accidents	Persons killed	Total Accidents	Persons killed
1. Over-Speeding	235	83	156	54	27	12
2. Drunken Driving/ Consumption of alcohol & drug	9	3	14	9	1	0
3. Driving on Wrong side	94	24	77	24	13	3
4. Jumping Red Light	0	0	11	0	0	0
5. Use of Mobile Phone	3	4	5	2	0	0
6. Others	209	58	186	82	34	7
Total	550	172	449	171	75	22

Totals should tally with totals in format 4 points 1 & 2 (National Highways+Expressways)

* Including Expressways



आदेशात्मक सड़क चिन्ह



आम तौर पर आदेशात्मक चिन्ह गोल आकृति में और लाल किनारे वाले होते हैं।

इन चिन्हों का पालन करना अनिवार्य है।

इन चिन्हों के उल्लंघन पर भारी जुर्माने या दंड दिया जाता है क्योंकि इनके उल्लंघन से बड़ी दुर्घटनाएं हो सकती हैं।

सचेतक सड़क चिन्ह



सड़क पर खतरों परिस्थितियों के बारे में चेतावनी देते हैं।

अपनी सुरक्षा के लिए ड्राइवर इनका पालन करें।

सचेतक चिन्ह अधिकतर त्रिकोणीय आकृति में और लाल किनारे वाले होते हैं।

सूचनात्मक सड़क चिन्ह



उना 10



हमीरपुर 40

उद्देश्य: सड़क के प्रयोक्ताओं को दिशा, गंतव्य, स्थान, सड़क के किनारे पर सुविधाओं आदि के बारे में जानकारी देना है।

ड्राइवर का समय बचता है और इधर-उधर भटके बिना गंतव्य तक पहुंचने में मदद मिलती है।

चिन्ह नीले / हरे रंग में होते हैं।

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हवा के झोंके से बुझी मोमबत्ती तो दोबारा जल जायेगी
पर सड़क पर जरा सी लापरवाही में गयी जान वापस नहीं आयेगी।

जय हिमाचल, जय भारत । सुरक्षित सफर । सुरक्षित प्रदेश