

GOVERNMENT OF PAKISTAN
MINISTRY OF COMMUNICATIONS
NATIONAL TRANSPORT RESEARCH CENTRE
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ACCIDENTS IN PAKISTAN - A REVIEW

130

1-24

NTRC-257

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ROAD AND ROAD TRANSPORT - TREND

During the past few decades, a visible and almost worldwide trend has developed towards road transport, mainly because of economy and reliability of road transport which has increased very rapidly, as better roads and improved vehicles performance have revolutionized overland transport. Secondly, on many rural / urban routes this is the only available mode of transport.

With quite credible achievements in building all types of roads, the motor vehicles fleet for carrying goods and passengers has increased at a much higher growth rate. The table below shows growth of passenger and goods carriers with the break up of commercial and private vehicles in Pakistan. The details in respect of vehicles on road can be seen in Table 1.

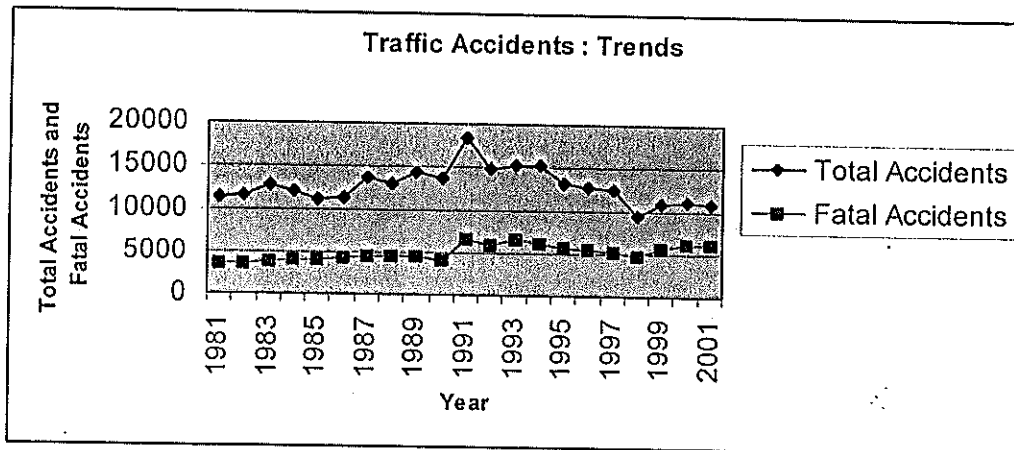
| | Passenger Carriers (Excluding M/Cycle & Rickshaw) | | Goods Carrier | |
|-------|--|-----------|---------------|---------|
| | Commercial | Private | Commercial | Private |
| 1981 | 44,601 | 186,760 | 41,640 | 5,158 |
| 1991 | 94,088 | 521,386 | 150,277 | 14,285 |
| ACGR% | 7.75 | 10.81 | 13.69 | 10.72 |
| 2000* | 214,179 | 1,107,413 | 265,755 | 20,150 |
| ACGR% | 9.57 | 8.73 | 6.54 | 6.95 |

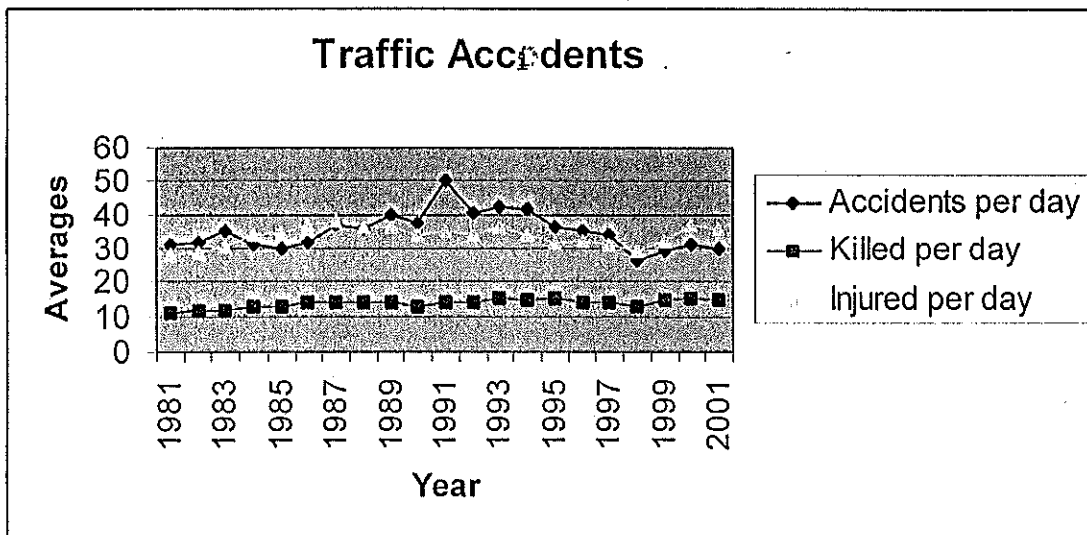
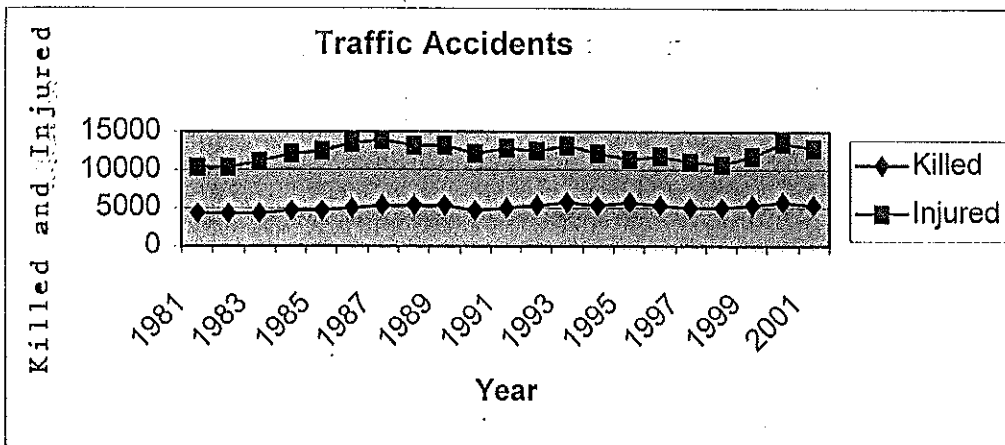
Pakistan has a total road network of 257,683 kilometers including 367 kilometers of Motorway (M-2), 8,478 Kms of National Highways spread over whole of the country, 101,086 Kms of provincial highways, 93,832 Km of district/rural farm to market roads and 53,920 Kms Urban roads. 60.32 percent of all these roads are paved and density of all roads per square Km of area is 0.32 Km (Table 2).

Table 3 shows the Motor vehicle kilometers travelled (1981-2000) by all types of commercial and private vehicles carrying passengers and freight. The total Motor Vehicle Kilometres travelled by all the vehicles including two wheelers, are about 67,000 million Kilometers. Out of these Vehicle Kilometers, 26,000 million Kilometers are travelled on 110 thousand Kilometers Provincial/ national highways, 31,000 million kilometers including 15,000 million kilometers of Motor Cycles are run on 54 thousand kilometers urban roads and 9,000 million kilometers on 94 thousand kilometers farm to market/district roads.

Traffic Accidents

Following diagram depicts the picture of trend of total accidents occurring from 1981-2001.





Occurrence of accidents since 1981 have not shown significant change. However fatal accidents and passengers killed increased by 41% and 30% respectively during this period (1981-2001) Table 5. The rapid increase in motor vehicles on road and subsequently their Kilometres travelled have very little impact on the rate of increase of accidents (Table 6). This is the reason that occurrence of accidents when compared with 100 million kilometers travelled appears to have decreased from 126 to 20 accidents per 100 million Kms traveled (1981-2001) Table 7.

Fatalities By Road User Type

Table-8 shows that the fatalities in respect of pedestrian, the person riding on a motor vehicle and motor cyclists are leading by 37.1 percent of 36.9% and 16% respectively. Riding a bicycle and all others contribute 5.5% and 4.5% fatalities respectively.

| <u>Fatalities by Road User Type</u> | |
|-------------------------------------|------------|
| Pedestrian | 37.1 |
| Motor Vehicle | 36.9 |
| Motor Cycle | 16 |
| Bicycle | 5.5 |
| Others | <u>4.5</u> |
| Total: | <u>100</u> |

Hourly Classification of Accidents 2001

The analysis of hourly classification has been examined as per details given in Table 9. According to this detail, it can be seen that about 75% of the accidents are occurring between the 8 AM to 8 PM. Less than 5% accidents occur before dawn and about 11% accidents occur after 8 PM.

| <u>Hourly classification</u> | |
|------------------------------|----------------------|
| <u>Hour</u> | <u>Accident %age</u> |
| 0000-0400 | 4.79 |
| 0400-0800 | 9.38 |
| 0800-1200 | 24.02 |
| 1200-1600 | 26.17 |
| 1600-2000 | 24.78 |
| 2000-2400 | <u>10.86</u> |
| Total: | <u>100</u> |

Month-wise Classification of Accidents

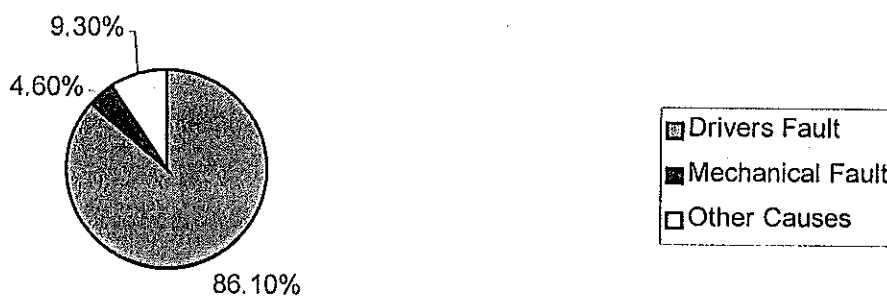
Details in respect of month-wise accidents have been given in Table 10. From the brief description given below, it can be seen that compared to other months more accidents occur during Jan-March (Ist Quarter).

Monthly Classification of Accidents

| <u>Period</u> | <u>%age</u> |
|---------------|-------------|
| Jan-March | 30 |
| April-June | 22 |
| July-Sept. | 23 |
| Oct-Dec. | 25 |

Causes of Accidents

From Table 11 it can be seen that 86.10 percent road accidents in the country are occurring due to drivers fault which includes over speeding, rash/negligent driving and wrong over taking.

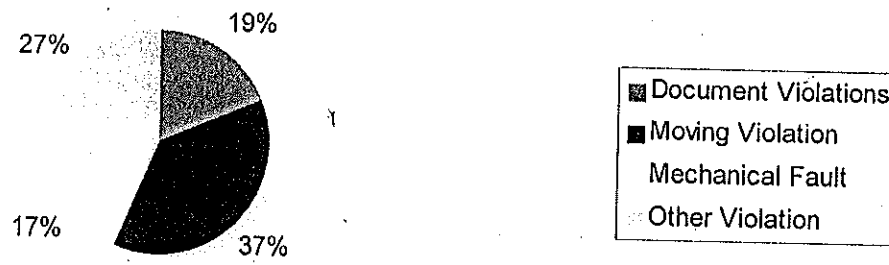


Cause-wise accidents

| | |
|------------------|-------------|
| Drivers fault | 86.10 |
| Mechanical fault | 4.60 |
| Others | <u>9.30</u> |
| Total: | <u>100</u> |

Challans (Violation wise)

Unfortunately information was not available for whole of the country. However, data received from Punjab did indicate the main violations (Table-12) and results are more clearly shown in the following picture/diagram:-



Challans(violation-wise)

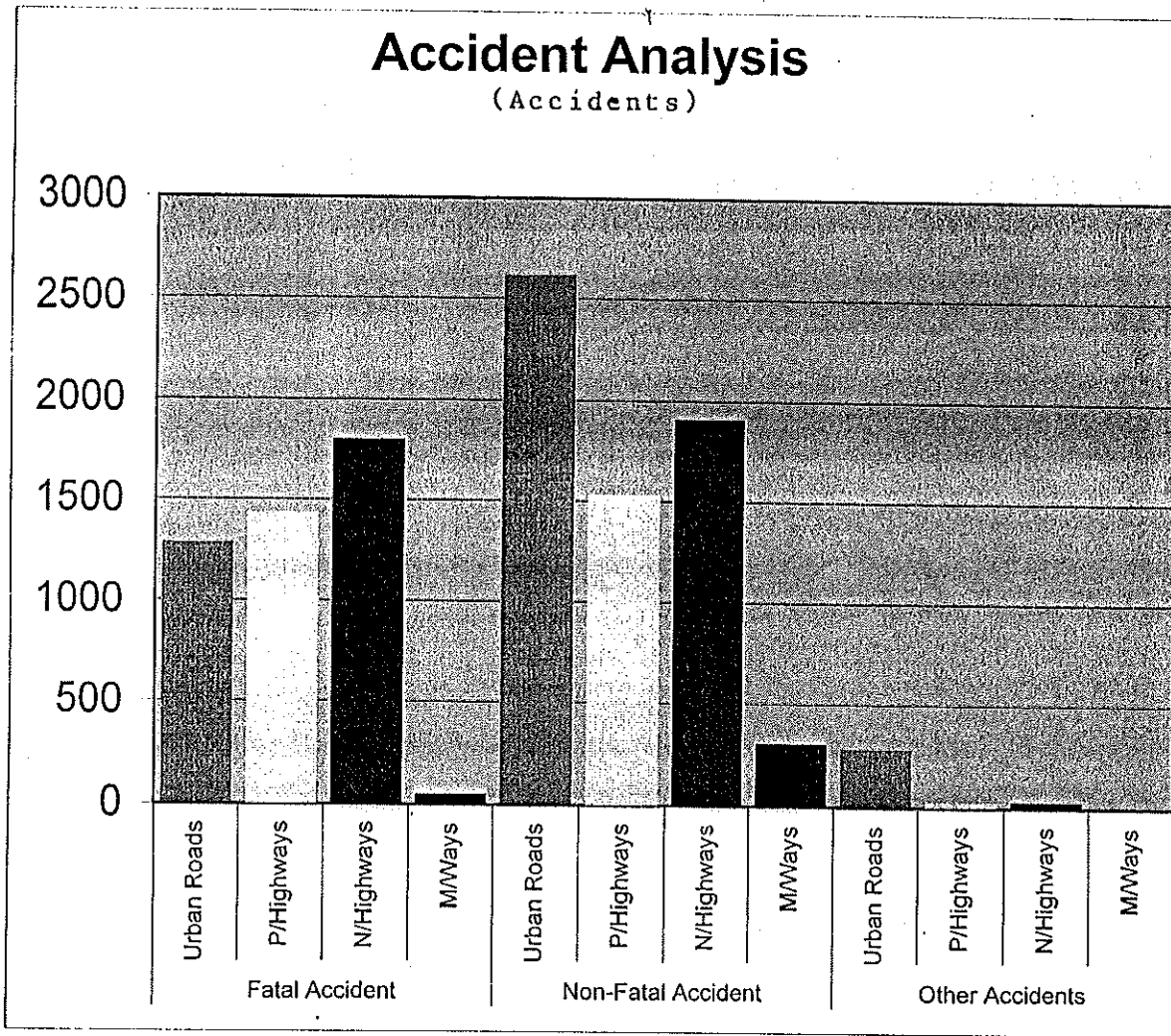
| | |
|---------------------|------------|
| Document violations | 19% |
| Moving violations | 37% |
| Mechanical Fault | 17% |
| Other violations | 27% |
| Total: | <u>100</u> |

Accident Analysis in respect of Urban Road Highways and Motorways

Detailed separate information in respect of accidents on Urban/Rural & Highways was not available, however details regarding accidents on national highways in all the four provinces,(1996) and accidents in urban areas of Karachi & Motorways was available. On the basis of this statistics, an estimation was carried out (Table-13). The share of Motorways, provincial and national highways and Urban roads can more clearly be seen from the diagram.

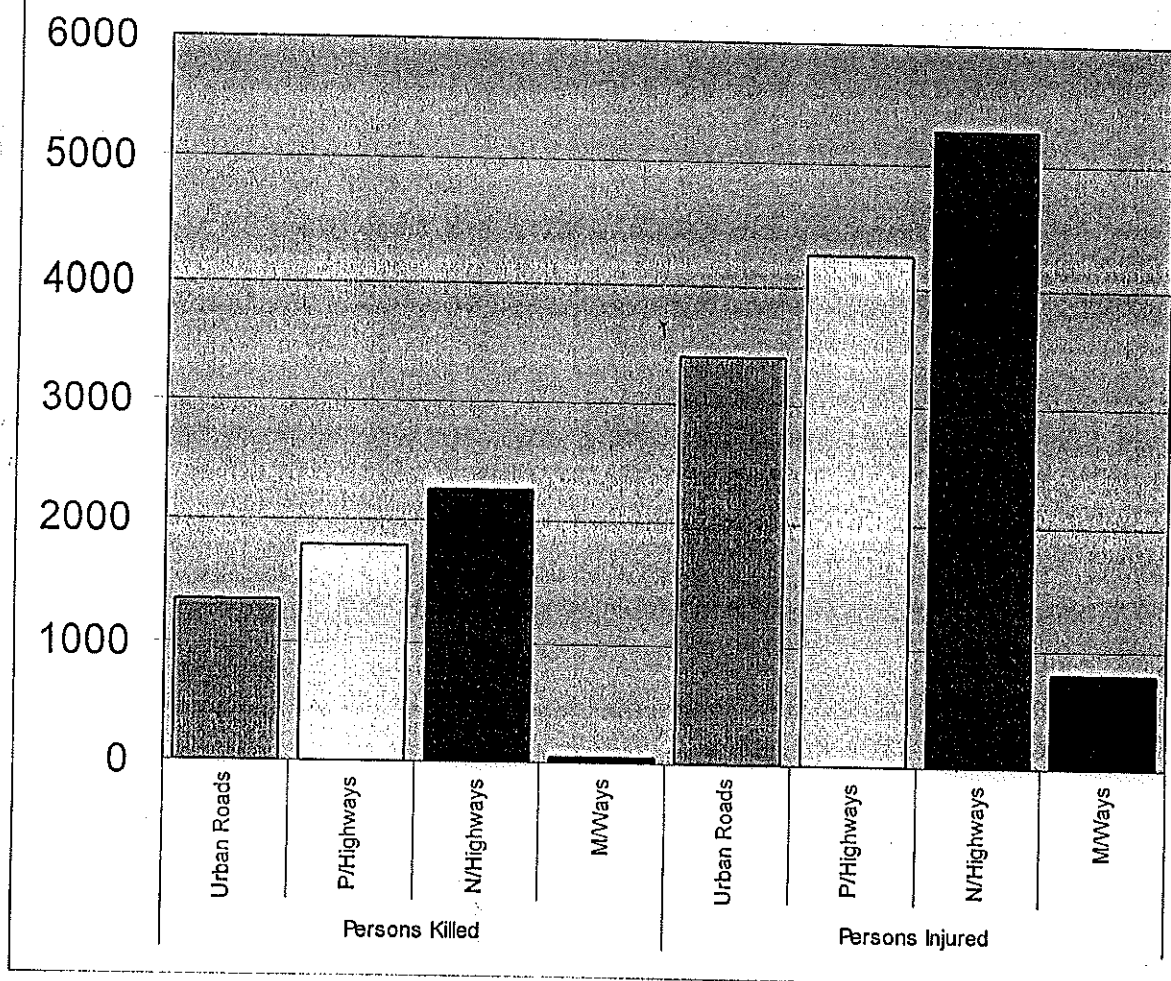
Accidents on Urban Roads/Highways and Motorway

| <u>Classification</u> | <u>Total(%)</u> | <u>Fatal(%)</u> | <u>Non-Fatal(%)</u> | <u>Others</u> |
|-----------------------|-----------------|-----------------|---------------------|---------------|
| Urban Roads | 36.7 | 28.2 | 41.1 | 83 |
| Provincial Roads | 28.7 | 31.3 | 24.1 | 7.7 |
| National Highways | 31.5 | 39.4 | 30.0 | 9.2 |
| Motorways | 3.1 | 1.1 | 4.8 | - |
| Total: | 100 | 100 | 100 | 100 |



Accident Analysis

(Fatalities)



Fatalities

| Classification | Killed(%) | Injured(%) |
|---|-----------|------------|
| Urban Roads | 24.7 | 24.7 |
| Provincial Roads | 32.9 | 31.1 |
| National Highways | 41.5 | 38.5 |
| Motorways | 0.9 | 5.7 |
| <hr style="border-top: 1px dashed black;"/> | | |
| Total: | 100 | 100 |
| <hr style="border-top: 1px dashed black;"/> | | |

| Year | Cars/Jeeps/Station Wagon | | | | Motor Cycles | | | | Rickshaw | | | | Trucks | | | | Buses | | | | Delivery Van | | | | Pickups | | | | Tractors | | | | Totals |
|------|--------------------------|-------|---------|-------|--------------|-------|-------|-------|------------|-------|---------|-------|--------|-------|--------|-------|------------|-------|---------|-------|--------------|-------|-------|--------|------------|---------|---------|-------|----------|-------|-------|--|--------|
| | Commercial | | Private | | No. | | Index | | Commercial | | Private | | No. | | Index | | Commercial | | Private | | No. | | Index | | Commercial | | Private | | No. | | Index | | |
| | No. | Index | No. | Index | No. | Index | No. | Index | No. | Index | No. | Index | No. | Index | No. | Index | No. | Index | No. | Index | No. | Index | No. | Index | No. | Index | No. | Index | No. | Index | | | |
| 1981 | 17720 | 100 | 186780 | 100 | 326420 | 100 | 33707 | 100 | 33526 | 100 | 3316 | 100 | 26881 | 100 | 8114 | 100 | 1842 | 100 | 8114 | 100 | 1842 | 100 | 100 | 79407 | 100 | 717693 | | | | | | | |
| 1982 | 15524 | 88 | 218707 | 117 | 376071 | 115 | 34551 | 103 | 36653 | 109 | 3405 | 103 | 25620 | 95 | 9720 | 120 | 2221 | 121 | 9720 | 121 | 2221 | 121 | 121 | 88199 | 111 | 810671 | | | | | | | |
| 1983 | 16661 | 94 | 243064 | 130 | 424215 | 130 | 36228 | 107 | 39041 | 116 | 3720 | 112 | 27361 | 102 | 10818 | 133 | 2441 | 133 | 10818 | 133 | 2441 | 133 | 133 | 106479 | 134 | 910028 | | | | | | | |
| 1984 | 19023 | 107 | 280462 | 150 | 517448 | 159 | 37211 | 110 | 45015 | 134 | 4150 | 124 | 30955 | 115 | 27910 | 344 | 2529 | 137 | 27910 | 344 | 2529 | 137 | 137 | 135712 | 171 | 1100415 | | | | | | | |
| 1985 | 21177 | 120 | 327818 | 176 | 581255 | 178 | 37723 | 112 | 48910 | 149 | 4518 | 136 | 32947 | 123 | 32073 | 395 | 3033 | 165 | 32073 | 395 | 3033 | 165 | 165 | 157043 | 198 | 1247497 | | | | | | | |
| 1986 | 22228 | 125 | 365224 | 196 | 657569 | 201 | 38384 | 114 | 55477 | 165 | 4877 | 147 | 34637 | 129 | 34974 | 431 | 3320 | 180 | 34974 | 431 | 3320 | 180 | 180 | 181102 | 228 | 1397792 | | | | | | | |
| 1987 | 23446 | 132 | 398284 | 213 | 700004 | 214 | 38818 | 115 | 60401 | 180 | 5719 | 172 | 36117 | 134 | 38070 | 469 | 3591 | 195 | 38070 | 469 | 3591 | 195 | 195 | 198891 | 250 | 1503341 | | | | | | | |
| 1988 | 24870 | 140 | 435392 | 233 | 751970 | 230 | 39366 | 117 | 65476 | 195 | 6184 | 166 | 38641 | 144 | 42163 | 520 | 3998 | 217 | 42163 | 520 | 3998 | 217 | 217 | 217646 | 274 | 1625706 | | | | | | | |
| 1989 | 26382 | 160 | 488070 | 261 | 818398 | 251 | 40206 | 119 | 71622 | 214 | 6791 | 205 | 40814 | 152 | 48348 | 596 | 4544 | 247 | 48348 | 596 | 4544 | 247 | 247 | 242493 | 305 | 1789668 | | | | | | | |
| 1990 | 30873 | 174 | 527856 | 283 | 896179 | 275 | 41282 | 122 | 75659 | 226 | 7019 | 212 | 43275 | 161 | 52722 | 650 | 4841 | 263 | 52722 | 650 | 4841 | 263 | 263 | 258169 | 325 | 1937875 | | | | | | | |
| 1991 | 33381 | 188 | 519631 | 278 | 981372 | 301 | 42832 | 127 | 78357 | 234 | 7195 | 217 | 46281 | 172 | 57493 | 709 | 5334 | 290 | 57493 | 709 | 5334 | 290 | 290 | 276742 | 349 | 2080982 | | | | | | | |
| 1992 | 40415 | 228 | 572969 | 307 | 1178322 | 361 | 47287 | 140 | 85582 | 258 | 8157 | 246 | 53019 | 197 | 65534 | 808 | 6213 | 337 | 65534 | 808 | 6213 | 337 | 337 | 355014 | 447 | 2455697 | | | | | | | |
| 1993 | 45448 | 256 | 614559 | 329 | 1303407 | 399 | 51120 | 152 | 95553 | 279 | 8853 | 267 | 57844 | 215 | 69950 | 862 | 6607 | 359 | 69950 | 862 | 6607 | 359 | 359 | 378807 | 477 | 2677267 | | | | | | | |
| 1994 | 49046 | 277 | 651504 | 349 | 1421687 | 436 | 54119 | 161 | 105056 | 313 | 9973 | 301 | 62384 | 232 | 74250 | 915 | 7031 | 382 | 74250 | 915 | 7031 | 382 | 382 | 402081 | 506 | 2887461 | | | | | | | |
| 1995 | 52599 | 297 | 684781 | 367 | 1504121 | 461 | 58801 | 174 | 105091 | 313 | 9938 | 300 | 66202 | 246 | 77930 | 960 | 7054 | 383 | 77930 | 960 | 7054 | 383 | 383 | 427028 | 538 | 3047612 | | | | | | | |
| 1996 | 55504 | 313 | 722329 | 387 | 1601514 | 491 | 64960 | 193 | 111498 | 333 | 9709 | 293 | 71016 | 264 | 81460 | 1004 | 7161 | 389 | 81460 | 1004 | 7161 | 389 | 389 | 442157 | 557 | 3221234 | | | | | | | |
| 1997 | 58719 | 331 | 762246 | 408 | 1720659 | 527 | 72602 | 215 | 117632 | 351 | 10661 | 322 | 75860 | 282 | 85220 | 1050 | 7876 | 428 | 85220 | 1050 | 7876 | 428 | 428 | 466056 | 587 | 3437711 | | | | | | | |
| 1998 | 65232 | 368 | 860711 | 461 | 1866899 | 572 | 76051 | 226 | 120366 | 359 | 11052 | 333 | 86410 | 321 | 86922 | 1071 | 8283 | 450 | 86922 | 1071 | 8283 | 450 | 450 | 492310 | 620 | 3736093 | | | | | | | |
| 1999 | 68542 | 376 | 965569 | 517 | 2046617 | 627 | 79483 | 236 | 126259 | 377 | 11890 | 358 | 90040 | 335 | 91270 | 1125 | 8479 | 460 | 91270 | 1125 | 8479 | 460 | 460 | 531008 | 669 | 4084377 | | | | | | | |
| 2000 | 86672 | 469 | 1103363 | 591 | 2259432 | 692 | 80748 | 240 | 131036 | 391 | 12173 | 367 | 94402 | 351 | 101614 | 1252 | 9927 | 539 | 101614 | 1252 | 9927 | 539 | 539 | 562083 | 733 | 4535760 | | | | | | | |

Table 2
TOTAL ROAD LENGTH

| Years | Total | Index | Motorways | Index | National Highways | Index | Provincial Highways | Index | Urban Roads | Index | District Roads | Index | Percent Metalled | Road Density Km/Sq.Km of Area |
|-------|--------|-------|-----------|-------|-------------------|-------|---------------------|-------|-------------|-------|----------------|-------|------------------|-------------------------------|
| 1981 | 95355 | 100 | | | | | 39564 | 100 | 9907 | 100 | 45884 | 100 | 39.06 | 0.12 |
| 1982 | 96859 | 102 | | | | | 41764 | 106 | 10236 | 103 | 44859 | 98 | 41.69 | 0.12 |
| 1983 | 99793 | 105 | | | | | 72991 | 109 | 10706 | 108 | 46046 | 100 | 42.86 | 0.13 |
| 1984 | 111916 | 107 | | | | | 46387 | 117 | 12206 | 123 | 53323 | 116 | 43.18 | 0.14 |
| 1985 | 118471 | 124 | | | | | 49131 | 124 | 13598 | 137 | 55742 | 121 | 44.00 | 0.15 |
| 1986 | 126243 | 132 | | | | | 53023 | 134 | 14866 | 150 | 58359 | 127 | 44.61 | 0.16 |
| 1987 | 133953 | 140 | | | | | 57934 | 146 | 15711 | 159 | 60308 | 131 | 45.88 | 0.17 |
| 1988 | 142941 | 149 | | | | | 57824 | 146 | 19991 | 202 | 65126 | 142 | 48.19 | 0.18 |
| 1989 | 151449 | 159 | | | | | 65548 | 166 | 20775 | 210 | 65126 | 142 | 49.10 | 0.19 |
| 1990 | 162345 | 170 | | | 6578 | 100 | 63414 | 160 | 25199 | 254 | 67154 | 146 | 50.5 | 0.20 |
| 1991 | 167923 | 176 | | | 6578 | 100 | 64714 | 164 | 25849 | 261 | 70782 | 154 | 50.86 | 0.21 |
| 1992 | 171652 | 180 | | | 6578 | 100 | 67684 | 171 | 25880 | 261 | 71510 | 156 | 51.07 | 0.22 |
| 1993 | 179571 | 188 | | | 6578 | 100 | 73832 | 187 | 27229 | 275 | 71932 | 157 | 52.79 | 0.23 |
| 1994 | 184663 | 194 | | | 6578 | 100 | 75442 | 191 | 28775 | 290 | 73868 | 161 | 53.18 | 0.23 |
| 1995 | 190871 | 200 | | | 6578 | 100 | 77106 | 195 | 30739 | 310 | 76448 | 167 | 53.39 | 0.24 |
| 1996 | 200024 | 210 | | | 6578 | 100 | 79485 | 201 | 32929 | 332 | 81032 | 177 | 53.37 | 0.25 |
| 1997 | 208799 | 219 | 367 | 100 | 7581 | 115 | 81932 | 207 | 35521 | 358 | 83398 | 182 | 54.53 | 0.26 |
| 1998 | 216204 | 227 | 367 | 100 | 7948 | 121 | 83668 | 211 | 38615 | 390 | 85606 | 187 | 55.24 | 0.27 |
| 1999 | 226186 | 237 | 367 | 100 | 8001 | 122 | 87833 | 222 | 42579 | 430 | 87406 | 190 | 56.79 | 0.28 |
| 2000 | 239182 | 251 | 367 | 100 | 8311 | 126 | 91902 | 232 | 47711 | 482 | 90891 | 198 | 58.06 | 0.30 |
| 2001 | 257683 | 270 | 367 | 100 | 8478 | 129 | 101086 | 255 | 53920 | 544 | 93832 | 204 | 60.32 | 0.32 |

Table 3
Motor Vehicle Kilometres Travelled

| Year | Passenger Traffic | | | | | | | | | | | | Freight Traffic | | | | | | Million Kms | | | | | |
|------|-------------------|----------|--------|------|----------|-------|---------|------|-------|-------|------|------|-----------------|---------|-------|---------|-------|-------|-------------|--------------|--------------|------|------|-----|
| | Commercial | | | | | | Private | | | | | | Truck | | Truck | | Index | Index | | | | | | |
| | Bus | Mini bus | Pickup | Taxi | Rickshaw | Index | Car | Jeep | Jeep | Index | Str. | Wgnl | M/Cycle | M/Cycle | Index | Trailer | | | Trailer | Delivery Van | Delivery Van | | | |
| 1981 | 1016 | 100 | 619 | 100 | 531 | 100 | 1011 | 100 | 2159 | 100 | 234 | 100 | 222 | 100 | 3264 | 100 | 2321 | 100 | 383 | 100 | 398 | 100 | 760 | 100 |
| 1982 | 968 | 95 | 590 | 95 | 466 | 88 | 1037 | 103 | 2560 | 119 | 198 | 85 | 304 | 137 | 3761 | 115 | 2494 | 107 | 443 | 116 | 478 | 120 | 639 | 84 |
| 1983 | 1034 | 102 | 630 | 102 | 500 | 94 | 1087 | 108 | 2828 | 131 | 216 | 92 | 359 | 162 | 4242 | 130 | 2633 | 113 | 498 | 130 | 530 | 133 | 677 | 89 |
| 1984 | 1170 | 115 | 713 | 115 | 571 | 108 | 1116 | 110 | 3231 | 150 | 241 | 103 | 455 | 205 | 5174 | 159 | 2990 | 129 | 604 | 158 | 1218 | 306 | 756 | 99 |
| 1985 | 1245 | 123 | 758 | 123 | 605 | 114 | 1132 | 112 | 3765 | 174 | 277 | 118 | 548 | 247 | 5813 | 178 | 3270 | 141 | 704 | 184 | 1404 | 353 | 811 | 107 |
| 1986 | 1309 | 129 | 797 | 129 | 667 | 126 | 1152 | 114 | 4171 | 193 | 290 | 124 | 652 | 294 | 6576 | 201 | 3585 | 154 | 816 | 213 | 1532 | 385 | 860 | 113 |
| 1987 | 1365 | 134 | 831 | 134 | 703 | 123 | 1165 | 115 | 4523 | 209 | 324 | 138 | 729 | 328 | 7000 | 214 | 3878 | 167 | 937 | 245 | 1667 | 419 | 899 | 118 |
| 1988 | 1460 | 144 | 890 | 144 | 746 | 140 | 1181 | 117 | 4903 | 227 | 363 | 155 | 829 | 373 | 7520 | 230 | 4154 | 179 | 1057 | 276 | 1846 | 464 | 962 | 127 |
| 1989 | 1543 | 152 | 940 | 152 | 851 | 160 | 1206 | 119 | 5339 | 247 | 395 | 169 | 898 | 405 | 8184 | 251 | 4487 | 193 | 1208 | 315 | 2116 | 532 | 997 | 131 |
| 1990 | 1636 | 161 | 996 | 161 | 926 | 174 | 1238 | 122 | 5988 | 277 | 432 | 185 | 970 | 437 | 8962 | 275 | 4682 | 202 | 1317 | 344 | 2303 | 579 | 1030 | 136 |
| 1991 | 1748 | 172 | 1065 | 172 | 1001 | 189 | 1285 | 127 | 6145 | 285 | 452 | 210 | 638 | 286 | 9813 | 301 | 4780 | 206 | 1418 | 370 | 2513 | 631 | 1012 | 133 |
| 1992 | 2004 | 197 | 1221 | 197 | 1212 | 228 | 1419 | 140 | 6750 | 313 | 558 | 238 | 714 | 322 | 11783 | 361 | 5237 | 226 | 1620 | 423 | 2870 | 721 | 1081 | 142 |
| 1993 | 2186 | 215 | 1332 | 215 | 1363 | 257 | 1504 | 149 | 7235 | 335 | 597 | 255 | 722 | 325 | 13034 | 399 | 5608 | 242 | 1816 | 474 | 3062 | 769 | 1501 | 198 |
| 1994 | 2358 | 232 | 1436 | 232 | 1471 | 277 | 1624 | 161 | 7653 | 354 | 648 | 277 | 821 | 370 | 14217 | 436 | 5880 | 253 | 1992 | 520 | 3251 | 817 | 1244 | 164 |
| 1995 | 2502 | 246 | 1524 | 246 | 1581 | 298 | 1764 | 174 | 8034 | 372 | 685 | 293 | 868 | 391 | 15041 | 461 | 6134 | 265 | 2161 | 564 | 3399 | 854 | 1305 | 172 |
| 1996 | 2684 | 264 | 1639 | 263 | 1665 | 314 | 1949 | 193 | 8482 | 393 | 720 | 308 | 911 | 410 | 16015 | 491 | 6391 | 275 | 2340 | 611 | 3545 | 891 | 1368 | 180 |
| 1997 | 2867 | 282 | 1746 | 281 | 1762 | 332 | 2108 | 201 | 8960 | 415 | 757 | 324 | 954 | 430 | 17207 | 527 | 6678 | 288 | 2552 | 666 | 3724 | 936 | 1432 | 188 |
| 1998 | 3266 | 321 | 1989 | 319 | 1957 | 369 | 2282 | 226 | 10392 | 481 | 546 | 233 | 1112 | 501 | 18669 | 572 | 6761 | 291 | 2682 | 700 | 3808 | 957 | 962 | 126 |
| 1999 | 3403 | 335 | 2073 | 337 | 1996 | 376 | 2384 | 236 | 11465 | 539 | 568 | 243 | 1306 | 588 | 20466 | 627 | 7024 | 303 | 2891 | 755 | 3990 | 1003 | 1034 | 136 |
| 2000 | 3568 | 351 | 2173 | 349 | 2600 | 490 | 2422 | 240 | 13263 | 614 | 596 | 255 | 1588 | 715 | 22594 | 692 | 7196 | 310 | 3072 | 802 | 4462 | 1121 | 1429 | 188 |

Table 4
Accidents and Road Traffic Situation

| Year | Killed | Index | Injured | Index | Vehicle on road | Index | Population (Million) | Index | Motor Veh. Km travelled (Million) | Index | Total Road length | Index |
|------|--------|-------|---------|-------|--------------------|-------|-------------------------|-------|--|-------|-------------------------|-------|
| 1981 | 4167 | 100.0 | 10310 | 100.0 | 755698 | 100.0 | 84.9 | 100.0 | 8979 | 100.0 | 95815 | 100.0 |
| 1982 | 4371 | 104.9 | 10469 | 101.5 | 842804 | 111.5 | 87.4 | 102.9 | 10019 | 111.6 | 101573 | 106.0 |
| 1983 | 4337 | 104.1 | 11049 | 107.2 | 943902 | 124.9 | 90.3 | 106.3 | 11118 | 123.8 | 103573 | 108.1 |
| 1984 | 4721 | 113.3 | 12307 | 119.4 | 1138206 | 150.6 | 92.4 | 108.8 | 13310 | 148.2 | 111916 | 116.8 |
| 1985 | 4769 | 114.4 | 12591 | 122.1 | 1288034 | 170.4 | 95.9 | 112.9 | 15016 | 167.2 | 118471 | 123.6 |
| 1986 | 5121 | 122.9 | 13553 | 131.5 | 1440815 | 190.7 | 98.5 | 116.0 | 16725 | 186.3 | 126243 | 131.8 |
| 1987 | 5191 | 124.6 | 13936 | 135.2 | 1548315 | 204.9 | 101.1 | 119.1 | 17916 | 199.5 | 133953 | 139.5 |
| 1988 | 5276 | 126.6 | 13283 | 128.8 | 1673802 | 221.5 | 103.7 | 122.1 | 19333 | 215.3 | 142941 | 149.2 |
| 1989 | 5284 | 126.8 | 13274 | 128.7 | 1839504 | 234.4 | 106.4 | 125.3 | 21204 | 236.2 | 151449 | 158.1 |
| 1990 | 4807 | 115.4 | 12258 | 118.9 | 1989391 | 263.3 | 109.0 | 128.4 | 22985 | 256.0 | 162345 | 169.4 |
| 1991 | 5162 | 123.9 | 12795 | 124.1 | 2131225 | 282.0 | 112.8 | 132.9 | 24622 | 274.2 | 170923 | 178.4 |
| 1992 | 5244 | 126.8 | 12360 | 119.9 | 2506913 | 331.7 | 115.6 | 136.2 | 28564 | 318.1 | 171652 | 179.1 |
| 1993 | 5594 | 134.2 | 13183 | 127.9 | 2743833 | 363.1 | 118.5 | 139.6 | 31394 | 349.6 | 179571 | 187.4 |
| 1994 | 5416 | 130.0 | 12307 | 119.4 | 2928813 | 387.6 | 121.4 | 143.0 | 33541 | 373.5 | 184663 | 192.7 |
| 1995 | 5684 | 136.4 | 11491 | 111.5 | 3091592 | 409.1 | 124.4 | 146.5 | 35374 | 393.9 | 190871 | 199.2 |
| 1996 | 5301 | 127.2 | 11697 | 113.5 | 3267402 | 432.4 | 127.4 | 150.1 | 37781 | 420.8 | 200024 | 208.8 |
| 1997 | 5141 | 123.4 | 11229 | 108.9 | 3476326 | 460.0 | 130.4 | 153.6 | 39965 | 445.1 | 208799 | 219.9 |
| 1998 | 4847 | 109.1 | 10727 | 104.0 | 3795834 | 502.3 | 133.5 | 157.2 | 43726 | 487.0 | 216204 | 225.6 |
| 1999 | 5371 | 128.9 | 11797 | 114.4 | 4148037 | 548.9 | 136.5 | 160.8 | 48023 | 534.8 | 226186 | 236.1 |
| 2000 | 5627 | 135.0 | 13479 | 130.7 | 4619551 | 611.3 | 139.7 | 164.5 | 53605 | 597.0 | 239162 | 249.6 |
| 2001 | 5421 | 130.1 | 12942 | 125.5 | 4700000 | 621.9 | 142.8 | 168.2 | 54674 | 608.9 | 257683 | 268.9 |

Table 5
Traffic Accidents: Trends

| Years | Accidents | Index | Fatal accidents | Index | Accidents (average per day) | Casualties | | | | | |
|-------|-----------|-------|-----------------|-------|-----------------------------|------------|-------|--------------------------|---------|-------|---------------------------|
| | | | | | | Killed | Index | Killed (average per day) | Injured | Index | Injured (average per day) |
| 1981 | 11317 | 100 | 3571 | 100 | 31.0 | 4167 | 100 | 11.4 | 10310 | 100 | 28.2 |
| 1982 | 11454 | 101 | 3646 | 102 | 31.4 | 4371 | 105 | 12.0 | 10469 | 102 | 28.7 |
| 1983 | 12735 | 113 | 3745 | 105 | 34.9 | 4337 | 104 | 11.9 | 11049 | 107 | 30.3 |
| 1984 | 11923 | 105 | 4070 | 114 | 30.9 | 4721 | 113 | 12.9 | 12307 | 119 | 33.7 |
| 1985 | 10953 | 97 | 4017 | 112 | 30.0 | 4769 | 114 | 13.1 | 12591 | 122 | 34.5 |
| 1986 | 11404 | 101 | 4302 | 120 | 31.2 | 5121 | 123 | 14.0 | 13553 | 131 | 37.1 |
| 1987 | 13550 | 120 | 4468 | 125 | 37.1 | 5191 | 125 | 14.2 | 13936 | 135 | 38.2 |
| 1988 | 12950 | 114 | 4493 | 126 | 35.5 | 5276 | 127 | 14.5 | 13283 | 129 | 36.4 |
| 1989 | 14445 | 128 | 4373 | 122 | 39.6 | 5284 | 127 | 14.5 | 13274 | 129 | 36.4 |
| 1990 | 13571 | 120 | 4066 | 114 | 37.2 | 4807 | 115 | 13.2 | 12058 | 119 | 33.6 |
| 1991 | 18275 | 161 | 6591 | 185 | 50.1 | 5162 | 124 | 14.1 | 12795 | 124 | 35.1 |
| 1992 | 14804 | 131 | 5841 | 164 | 40.6 | 5244 | 126 | 14.4 | 12360 | 120 | 33.9 |
| 1993 | 15405 | 136 | 6550 | 183 | 42.2 | 5594 | 134 | 15.3 | 13183 | 128 | 36.1 |
| 1994 | 15274 | 135 | 6188 | 173 | 41.8 | 5416 | 130 | 14.8 | 12307 | 119 | 33.7 |
| 1995 | 13222 | 117 | 5556 | 156 | 36.2 | 5684 | 136 | 15.6 | 11491 | 111 | 31.5 |
| 1996 | 12690 | 112 | 5369 | 150 | 34.8 | 5301 | 127 | 14.5 | 11697 | 113 | 32.0 |
| 1997 | 12393 | 110 | 5249 | 147 | 34.0 | 5141 | 123 | 14.1 | 11229 | 109 | 30.8 |
| 1998 | 9467 | 84 | 4765 | 133 | 25.9 | 4847 | 116 | 13.3 | 10727 | 104 | 29.4 |
| 1999 | 10721 | 95 | 5635 | 158 | 29.4 | 5371 | 129 | 14.7 | 11797 | 114 | 32.3 |
| 2000 | 11152 | 99 | 6114 | 171 | 30.6 | 5627 | 135 | 15.4 | 13479 | 131 | 36.9 |
| 2001 | 10925 | 97 | 6060 | 170 | 29.9 | 5421 | 130 | 14.9 | 12942 | 126 | 35.5 |

Table 6
Casualties per Number of Vehicles and per Population

| Year | Casualties per 10 thousand vehicles | | Casualties per 100 thousand persons | |
|------|-------------------------------------|----------|-------------------------------------|----------|
| | Fatalities | Injuries | Fatalities | Injuries |
| 1981 | 55.1 | 136.4 | 4.9 | 12.1 |
| 1982 | 51.9 | 124.2 | 5.0 | 12.0 |
| 1983 | 45.9 | 117.1 | 4.8 | 12.2 |
| 1984 | 41.5 | 108.1 | 5.1 | 13.3 |
| 1985 | 37 | 97.7 | 5.0 | 13.1 |
| 1986 | 35.5 | 94.1 | 5.2 | 13.8 |
| 1987 | 33.5 | 90.0 | 5.1 | 13.8 |
| 1988 | 31.5 | 79.4 | 5.1 | 12.8 |
| 1989 | 28.7 | 72.2 | 5.0 | 12.5 |
| 1990 | 24.2 | 61.6 | 4.3 | 10.9 |
| 1991 | 24.2 | 60.0 | 4.6 | 11.3 |
| 1992 | 20.9 | 49.3 | 4.5 | 10.7 |
| 1993 | 20.4 | 48.0 | 4.7 | 11.1 |
| 1994 | 18.5 | 42.0 | 4.5 | 10.1 |
| 1995 | 18.4 | 37.2 | 4.6 | 9.2 |
| 1996 | 16.2 | 35.8 | 4.2 | 9.2 |
| 1997 | 14.8 | 32.3 | 3.9 | 8.6 |
| 1998 | 12.8 | 28.3 | 3.6 | 8.0 |
| 1999 | 12.9 | 28.4 | 3.9 | 8.6 |
| 2000 | 12.2 | 29.2 | 4.0 | 9.6 |
| 2001 | 11.5 | 27.5 | 3.8 | 9.1 |

Table 7
Casualties per 100 Million Motor Vehicle Kilometers Travelled

| Year | Accident per 100 Mill.Km travelled | | Fatalities per 100 million veh. km travelled | Injuries per 100 million veh. km travelled |
|------|---------------------------------------|------------------------------|---|---|
| | No. of traffic accidents | No. of fatal accidents | | |
| 1981 | 126.0 | 39.8 | 46.4 | 114.8 |
| 1982 | 114.3 | 36.4 | 43.6 | 104.5 |
| 1983 | 114.5 | 33.7 | 39.0 | 99.3 |
| 1984 | 89.6 | 30.5 | 35.5 | 92.5 |
| 1985 | 72.9 | 26.8 | 31.8 | 83.9 |
| 1986 | 68.2 | 25.7 | 30.6 | 81.0 |
| 1987 | 75.6 | 24.9 | 29.0 | 77.8 |
| 1988 | 67.0 | 23.2 | 27.3 | 68.7 |
| 1989 | 68.1 | 20.6 | 24.9 | 62.6 |
| 1990 | 59.0 | 17.7 | 20.9 | 53.3 |
| 1991 | 74.2 | 26.8 | 21.0 | 52.0 |
| 1992 | 51.8 | 20.4 | 18.4 | 43.3 |
| 1993 | 49.1 | 20.9 | 17.8 | 42.0 |
| 1994 | 45.5 | 18.4 | 16.1 | 36.7 |
| 1995 | 37.4 | 15.7 | 16.1 | 32.5 |
| 1996 | 33.6 | 14.2 | 14.0 | 31.0 |
| 1997 | 31.0 | 13.1 | 12.9 | 28.1 |
| 1998 | 21.7 | 10.9 | 11.1 | 24.5 |
| 1999 | 22.3 | 11.7 | 11.2 | 24.6 |
| 2000 | 20.8 | 11.4 | 10.5 | 25.1 |
| 2001 | 20.0 | 11.1 | 9.9 | 23.7 |

TABLE 6
Fatalities by Road User Type

| Year | Riding on motor vehicle | | Riding a 2-wheeled vehicle | | Riding a bicycle | | Walking | | Others | | Total Number of deaths |
|------|-------------------------|-----------------|----------------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------------|
| | Number of deaths | Component ratio | Number of deaths | Component ratio | Number of deaths | Component ratio | Number of deaths | Component ratio | Number of deaths | Component ratio | |
| 1981 | 1283 | 30.8 | 679 | 16.3 | 267 | 6.4 | 1629 | 39.1 | 309 | 7.4 | 4167 |
| 1982 | 1394 | 31.9 | 686 | 15.7 | 219 | 5 | 1727 | 39.5 | 345 | 7.9 | 4371 |
| 1983 | 1388 | 32 | 646 | 14.9 | 251 | 5.8 | 1683 | 38.8 | 369 | 8.5 | 4337 |
| 1984 | 1506 | 31.9 | 727 | 15.4 | 278 | 5.9 | 1903 | 40.3 | 307 | 6.5 | 4721 |
| 1985 | 1521 | 31.9 | 725 | 15.2 | 253 | 5.3 | 1860 | 39 | 410 | 8.6 | 4769 |
| 1986 | 1721 | 33.6 | 768 | 15 | 292 | 5.7 | 2012 | 39.3 | 328 | 6.4 | 5121 |
| 1987 | 1775 | 34.2 | 789 | 15.2 | 306 | 5.9 | 2056 | 39.6 | 265 | 5.1 | 5191 |
| 1988 | 1931 | 36.6 | 707 | 13.4 | 274 | 5.2 | 2010 | 38.1 | 354 | 6.7 | 5276 |
| 1989 | 1918 | 36.3 | 697 | 13.2 | 312 | 5.9 | 2082 | 39.4 | 275 | 5.2 | 5284 |
| 1990 | 1798 | 37.4 | 668 | 13.9 | 269 | 5.6 | 1865 | 38.8 | 207 | 4.3 | 4807 |
| 1991 | 1977 | 38.3 | 769 | 14.9 | 299 | 5.8 | 1936 | 37.5 | 181 | 3.5 | 5162 |
| 1992 | 1956 | 37.3 | 776 | 14.8 | 304 | 5.8 | 2061 | 39.3 | 147 | 2.8 | 5244 |
| 1993 | 2019 | 36.1 | 761 | 13.6 | 297 | 5.3 | 2176 | 38.9 | 341 | 6.1 | 5594 |
| 1994 | 1982 | 36.6 | 720 | 13.3 | 320 | 5.9 | 2183 | 40.3 | 210 | 3.9 | 5416 |
| 1995 | 2046 | 36 | 818 | 14.4 | 290 | 5.1 | 2149 | 37.8 | 381 | 6.7 | 5684 |
| 1996 | 1935 | 36.5 | 816 | 15.4 | 276 | 5.2 | 2009 | 37.9 | 265 | 5 | 5301 |
| 1997 | 1959 | 38.1 | 802 | 15.6 | 288 | 5.6 | 1933 | 37.6 | 159 | 3.1 | 5141 |
| 1998 | 1832 | 37.8 | 819 | 16.9 | 267 | 5.5 | 1774 | 36.6 | 155 | 3.2 | 4847 |
| 1999 | 2030 | 37.8 | 822 | 15.3 | 285 | 5.3 | 1960 | 36.5 | 274 | 5.1 | 5371 |
| 2000 | 2054 | 36.5 | 855 | 15.2 | 304 | 5.4 | 2138 | 38 | 276 | 4.9 | 5627 |
| 2001 | 2000 | 36.9 | 868 | 16 | 298 | 5.5 | 2011 | 37.1 | 244 | 4.5 | 5421 |

Table 9
Hourly Classification of Accidents 2001

| Hour | Fatal | Non-Fatal | Property damage cases | Total |
|--------------|-------------|-------------|-----------------------|--------------|
| 0000-0200 | 130 | 172 | 19 | 321 |
| 0200-0400 | 67 | 122 | 13 | 202 |
| 0400-0600 | 168 | 171 | 13 | 352 |
| 0600-0800 | 293 | 361 | 19 | 673 |
| 0800-1000 | 494 | 760 | 37 | 1291 |
| 1000-1200 | 477 | 803 | 53 | 1333 |
| 1200-1400 | 574 | 754 | 47 | 1375 |
| 1400-1600 | 595 | 852 | 37 | 1484 |
| 1600-1800 | 607 | 790 | 31 | 1428 |
| 1800-2000 | 586 | 668 | 25 | 1279 |
| 2000-2200 | 356 | 368 | 25 | 749 |
| 2200-2400 | 180 | 239 | 19 | 438 |
| TOTAL | 4527 | 6060 | 338 | 10925 |

Table 10
Month-wise Classification of Accidents 2001

| Month | Fatal | Non-Fatal | Property damage cases | Total |
|--------------|-------------|-------------|-----------------------|--------------|
| January | 448 | 640 | 25 | 1113 |
| February | 446 | 614 | 30 | 1090 |
| March | 439 | 599 | 28 | 1066 |
| April | 341 | 476 | 27 | 844 |
| May | 326 | 442 | 33 | 801 |
| June | 336 | 456 | 29 | 821 |
| July | 309 | 408 | 27 | 744 |
| August | 382 | 523 | 27 | 932 |
| September | 341 | 426 | 30 | 797 |
| October | 416 | 461 | 24 | 901 |
| November | 362 | 499 | 29 | 890 |
| December | 381 | 516 | 29 | 926 |
| TOTAL | 4527 | 6060 | 338 | 10925 |

Table 11
Causes of the Accidents

| Causes | No. of Accidents | %age |
|--------------------------------|---------------------|---------------|
| <u>DRIVERS FAULT</u> | | |
| Overspeeding | 5605 | 51.30 |
| Rash Negligent Driving | 2666 | 24.40 |
| Overloading | 240 | 2.20 |
| Wrong Overtaking | 776 | 7.10 |
| Under intoxication | 120 | 1.10 |
| TOTAL | 9407 | 86.10 |
| <u>MECHANICAL FAULTS</u> | | |
| Opening of tie rod | 109 | 1.00 |
| Brake failure | 120 | 1.10 |
| Tyre Burst | 131 | 1.20 |
| Any other mechanical fault | 142 | 1.30 |
| TOTAL | 502 | 4.60 |
| <u>OTHER CAUSES</u> | | |
| Bad road | 202 | 1.85 |
| Unmanned railway crossing | 38 | 0.35 |
| Bad weather(mist/fog/rain etc) | 148 | 1.35 |
| While saving person/vehicle | 164 | 1.50 |
| Fault of the pedestrians | 44 | 0.40 |
| Fault of cyclist | 55 | 0.50 |
| Fault of Animal drawn | 97 | 0.90 |
| Any other cause | 268 | 2.45 |
| TOTAL | 1016 | 9.30 |
| <u>GRAND TOTAL</u> | <u>10925</u> | <u>100.00</u> |

Source: Punjab and Sindh Traffic Police

Table 12
Challans (Violation Wise) in Punjab
Jan. to Dec.

| Offences | 2001 | | 2000 | | Difference |
|---|----------------|------------|----------------|------------|----------------|
| | Challans | %age | Challans | %age | |
| DOCUMENTS VIOLATIONS | | | | | |
| Without or violation of driving licence | 192433 | 9 | 192386 | 10 | +47 |
| Without registration | 95618 | 5 | 98737 | 5 | -3119 |
| Without or violation of route permit | 90007 | 4 | 88460 | 4 | +1547 |
| Without fitness certificate | 18498 | 1 | 18226 | 1 | +272 |
| TOTAL | 396556 | 19 | 397809 | 20 | -1253 |
| MOVING VIOLATIONS | | | | | |
| Overloading by truck | 40281 | 2 | 30731 | 1.5 | +9550 |
| Overloading by bus/wagon etc | 164481 | 8 | 193982 | 10 | -29501 |
| Playing of musical instruments in PSVs | 8220 | 0.4 | 8739 | 0.5 | -519 |
| Use of pressure horns | 11837 | 0.6 | 15549 | 1 | -3712 |
| Signal violations | 170242 | 8 | 147319 | 8 | +22923 |
| Dangerous driving | 75674 | 4 | 66069 | 3 | +9605 |
| Overspeeding | 54112 | 3 | 36887 | 2 | +17225 |
| Wrong overtaking | 26449 | 1 | 24652 | 1 | +1797 |
| Lane-line violations | 120905 | 6 | 126904 | 6 | -5999 |
| Parking violations | 92145 | 4 | 248715 | 13 | -156570 |
| TOTAL | 764346 | 37 | 899547 | 46 | -135201 |
| MECHANICAL FAULTS | | | | | |
| Noise emission | 36308 | 2 | 31059 | 1.5 | +5249 |
| Smoke emission | 162881 | 8 | 223222 | 11 | -60341 |
| Dazzling lights | 6718 | 0.35 | 8763 | 0.5 | -2045 |
| Without rear lights/reflectors | 59883 | 3 | 49793 | 3 | +10090 |
| Without or defective number plate | 62788 | 3 | 63341 | 3 | -553 |
| Tinted glasses | 11455 | 0.65 | 13613 | 1 | -2158 |
| TOTAL | 340033 | 17 | 389791 | 20 | -49758 |
| OTHER VIOLATIONS | 555505 | 27 | 271263 | 14 | +284242 |
| GRAND TOTAL | 2056440 | 100 | 1958410 | 100 | +98030 |

Source: Punjab Traffic Police

Table 13
Accident Analysis in respect of Urban Roads/Highways and Motorways

| SNO. | Classification | 2001 | 2000 | Difference |
|------|---------------------------|-------|-------|------------|
| 1 | TOTAL ACCIDENTS | 11280 | 11310 | -30 |
| | a) Urban Roads | 4141 | 4672 | -531 |
| | i) Provincial Roads | 3233 | 2901 | +332 |
| | ii) National Highways | 3551 | 3579 | -28 |
| | c) Motorways | 355 | 158 | +197 |
| 2 | TOTAL FATAL ACCIDENTS | 4577 | 4648 | -71 |
| | a) Urban Roads | 1290 | 1576 | -286 |
| | i) Provincial Roads | 1434 | 1371 | +63 |
| | ii) National Highways | 1803 | 1682 | +121 |
| | c) Motorways | 50 | 19 | +31 |
| 3 | TOTAL NON-FATAL ACCIDENTS | 6365 | 6253 | +112 |
| | a) Urban Roads | 2618 | 2739 | -121 |
| | i) Provincial Roads | 1536 | 1512 | +24 |
| | ii) National Highways | 1906 | 1863 | +43 |
| | c) Motorways | 305 | 139 | +166 |
| 4 | TOTAL OTHER ACCIDENTS | 338 | 409 | -71 |
| | a) Urban Roads | 281 | 349 | -68 |
| | i) Provincial Roads | 26 | 29 | -3 |
| | ii) National Highways | 31 | 31 | 0 |
| | c) Motorways | - | - | - |
| 5 | TOTAL PERSONS KILLED | 5471 | 5652 | -181 |
| | a) Urban Roads | 1350 | 1756 | -406 |
| | i) Provincial Roads | 1798 | 1717 | +81 |
| | ii) National Highways | 2273 | 2154 | +119 |
| | c) Motoways | 50 | 25 | +25 |
| 6 | TOTAL PERSONS INJURED | 13731 | 13936 | -205 |
| | a) Urban Roads | 3391 | 4098 | -707 |
| | i) Provincial Roads | 4266 | 4193 | +73 |
| | ii) National Highways | 5285 | 5188 | +97 |
| | c) Motorways | 789 | 457 | +332 |

Table 14
Analysis of Accident and the Traffic on National Highways (1996)

| Link Name | Length Km | Traffic veh./day | Total Accidents | Accidents/ Km | Accidents/ day | Accidents/ 10,000 vehicles Traffic/day |
|-----------|--------------|---------------------|--------------------|------------------|-------------------|---|
|-----------|--------------|---------------------|--------------------|------------------|-------------------|---|

N-05

| | | | | | | |
|--------------------------|----|-------|-----|------|------|-------|
| Peshawar-Pabbi | 20 | 16917 | 106 | 5.3 | 0:29 | 0.17 |
| Pabbi-Nowshera | 20 | 21214 | 69 | 3.45 | 0.19 | 0.089 |
| Nowshera-Jehangira | 8 | 12139 | 5 | 0.63 | 0.02 | 0.018 |
| Jehangira-Khairabad | 20 | 11456 | 46 | 2.3 | 0.13 | 0.11 |
| Khairabad-Hassanabdal | 67 | 12104 | 68 | 1.01 | 0.19 | 0.154 |
| Gujar Khan-Sohawa | 13 | 11607 | 30 | 2.31 | 0.08 | 0.071 |
| Sohawa-Dina | 15 | 10868 | 37 | 2.47 | 0.1 | 0.093 |
| Dina-Jhelum | 31 | 16929 | 71 | 2.29 | 0.19 | 0.115 |
| Jhelum-Kharian | 26 | 10778 | 67 | 2.58 | 0.18 | 0.17 |
| Kharian-Lala Musa | 17 | 13641 | 34 | 2 | 0.09 | 0.068 |
| Lala Musa-Gujrat | 15 | 14337 | 50 | 3.33 | 0.14 | 0.096 |
| Wazirabad-Gujranwala | 14 | 16350 | 45 | 3.21 | 0.12 | 0.075 |
| Gujranwala-Muridke | 21 | 22846 | 51 | 2.43 | 0.14 | 0.061 |
| Muridke-Shahdra | 32 | 24670 | 85 | 2.66 | 0.23 | 0.094 |
| Pattoki-Okara | 22 | 10014 | 23 | 1.05 | 0.06 | 0.06 |
| Okara-Sahiwal | 53 | 9174 | 38 | 0.72 | 0.1 | 0.11 |
| Sahiwal-Chichawatni | 43 | 8336 | 37 | 0.86 | 0.1 | 0.12 |
| Bahawalpur-Ahmedpur East | 91 | 11071 | 33 | 0.36 | 0.09 | 0.08 |
| Ahmedpur East-Channigoth | 15 | 7903 | 3 | 0.2 | 0.01 | 0.01 |
| Channigoth-T.M.Pannah | 6 | 5894 | 10 | 1.67 | 0.03 | 0.05 |
| T.M.Pannah-Khan Bela | 45 | 6969 | 5 | 0.11 | 0.01 | 0.02 |
| Khanbela-R.Y.Khan | 61 | 7991 | 16 | 0.26 | 0.04 | 0.05 |
| R.Y.Khan-Sadiqabad | 44 | 8860 | 30 | 0.68 | 0.08 | 0.09 |
| Ghotki-Pannu Aqil | 56 | 8350 | 26 | 0.46 | 0.07 | 0.09 |
| Pannu Aqil-Rohri | 30 | 9974 | 22 | 0.73 | 0.06 | 0.06 |
| Rohri-Khairpur | 28 | 10835 | 36 | 1.29 | 0.1 | 0.09 |
| Khairpur-Kot Diji | 56 | 10414 | 35 | 0.63 | 0.1 | 0.09 |
| Kotdiji-Kandiaro | 45 | 10475 | 16 | 0.36 | 0.04 | 0.04 |
| Kandiaro-Nowsheroferoz | 27 | 5996 | 10 | 0.37 | 0.03 | 0.05 |
| Nowsheroferoz-Moro | 25 | 6525 | 14 | 0.56 | 0.04 | 0.06 |
| Moro-Qazi Ahmed | 40 | 7705 | 14 | 0.35 | 0.04 | 0.05 |
| Qaziahmed-Sakrand | 25 | 6878 | 5 | 0.2 | 0.01 | 0.02 |
| Sakrand-Hala | 24 | 6675 | 10 | 0.42 | 0.03 | 0.04 |
| Hala-Hyderabad | 66 | 9499 | 30 | 0.45 | 0.08 | 0.09 |

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| | | | | | | |
|-----------------------|----|------|-----|------|------|------|
| Chaman-Qila Abdullah | 80 | 1575 | 23 | 0.29 | 0.06 | 0.4 |
| Kuchlak-Qila Abdullah | 78 | 2883 | 26 | 0.34 | 0.07 | 0.25 |
| Kuchlak-Quetta | 45 | 7271 | 196 | 4.36 | 0.54 | 1.35 |
| Sariab-Quetta | 5 | 9131 | 28 | 5.6 | 0.08 | 0.08 |
| Sariab-Lakpass | 50 | 3238 | 93 | 1.86 | 0.25 | 0.79 |
| Lakpass-Mastung | 56 | 2406 | 12 | 0.2 | 0.03 | 0.14 |
| Mastung-Kalat | 38 | 1398 | 15 | 0.4 | 0.04 | 0.29 |

| Link Name | Length Km | Traffic veh./day | Total Accidents | Accidents/ Km | Accidents/ day | Accidents/ 10,000 vehicles Traffic/day |
|-------------|--------------|---------------------|--------------------|------------------|-------------------|---|
| Surab-Kalat | 60 | 1132 | 2 | 0.03 | 0.01 | 0.05 |
| Karachi-Hub | 21 | 8093 | 21 | 1 | 0.06 | 0.07 |
| Hub-Uthal | 153 | 1976 | 37 | 0.24 | 0.1 | 0.51 |
| Uthal-Bela | 110 | 1136 | 5 | 0.05 | 0.01 | 0.12 |

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| | | | | | | |
|---------------------|----|-------|-----|-------|------|------|
| Haripur-Havelian | 22 | 10883 | 201 | 9.14 | 0.55 | 0.51 |
| Havelian-Abbottabad | 22 | 10298 | 230 | 10.45 | 0.63 | 0.61 |
| Abbottabad-Mansehra | 14 | 10725 | 94 | 6.71 | 0.26 | 0.24 |
| Mansehra-Shinkhari | 34 | 5260 | 128 | 3.76 | 0.35 | 0.67 |
| Shinkhari-Batgram | 75 | 1361 | 21 | 0.28 | 0.06 | 0.42 |
| Batgram-Thakot | 23 | 1322 | 7 | 0.3 | 0.02 | 0.15 |
| Thakot-Besham | 37 | 1451 | 10 | 0.3 | 0.03 | 0.12 |
| Besham-Patten | 60 | 1149 | 11 | 0.2 | 0.03 | 0.26 |
| Patten-Konilla | 18 | 965 | 4 | 0.2 | 0.01 | 0.11 |
| Konilla-Sazin | 38 | 722 | 9 | 0.2 | 0.02 | 0.34 |
| Sazin-Chillas | 74 | 816 | 22 | 0.3 | 0.06 | 0.74 |
| Chillas-Raikot | 40 | 1122 | 3 | 0.1 | 0.01 | 0.07 |
| Raikot-Jaglot | 28 | 690 | 22 | 0.8 | 0.06 | 0.87 |

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| | | | | | | |
|------------------|-----|------|----|------|------|------|
| Lakpass-Bhawal | 68 | 1702 | 17 | 0.25 | 0.05 | 0.27 |
| Bahawal-Noshki | 110 | 1099 | 14 | 0.13 | 0.04 | 0.35 |
| Noshki-Dalbadin | 181 | 748 | 22 | 0.12 | 0.06 | 0.81 |
| Dalbadin-Nokandi | 135 | 1180 | 12 | 0.09 | 0.03 | 0.28 |
| Nokandi-Taftan | 65 | 781 | 3 | 0.05 | 0.01 | 0.11 |

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| | | | | | | |
|---------------------------|-----|------|----|------|------|-------|
| Khuchlak-Khanozai | 23 | 4043 | 21 | 0.91 | 0.06 | 0.14 |
| Khanozai-Muslimbagh | 35 | 2186 | 18 | 0.51 | 0.05 | 0.23 |
| Muslimbagh-Qila Saifullah | 70 | 2395 | 24 | 0.34 | 0.07 | 0.27 |
| Qila Saifullah-Zhob | 120 | 981 | 34 | 0.28 | 0.09 | 0.95 |
| Zhob-Mughalkot | 173 | 68 | 27 | 0.16 | 0.07 | 10.88 |
| Mughalkot-Darazinda | 59 | 360 | 10 | 0.17 | 0.03 | 0.76 |

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| | | | | | | |
|-------------------|-----|------|----|------|------|------|
| Peshawar-Kohat | 32 | 7266 | 51 | 1.59 | 0.14 | 0.19 |
| Kohat-Bannu | 146 | 4208 | 72 | 0.49 | 0.2 | 0.47 |
| Bannu-D.I.Khan | 135 | 4629 | 79 | 0.59 | 0.22 | 0.47 |
| D.I.Khan-Nathkani | 82 | 1399 | 22 | 0.27 | 0.06 | 0.43 |
| Nathkani-Taunsa | 60 | 775 | 3 | 0.05 | 0.01 | 0.11 |
| Taunsa-Shadanlund | 30 | 1490 | 6 | 0.2 | 0.02 | 0.11 |

| Link Name | Length Km | Traffic veh./day | Total Accidents | Accidents/ Km | Accidents/ day | Accidents/ 10,000 vehicles Traffic/day |
|-----------------------|--------------|---------------------|--------------------|------------------|-------------------|---|
| Shadanlund-D.G.Khan | 13 | 1613 | 7 | 0.54 | 0.02 | 0.12 |
| D.G.Khan-Kot Chutta | 24 | 3801 | 8 | 0.33 | 0.02 | 0.06 |
| Kot Chutta-Jampur | 54 | 4049 | 7 | 0.13 | 0.02 | 0.05 |
| Jampur-Rajanpur | 69 | 2997 | 30 | 0.43 | 0.08 | 0.27 |
| Rajanpur-Kotla Naseer | 16 | 2609 | 2 | 0.13 | 0.01 | 0.02 |
| Kotla Naseer-Rojhan | 60 | 1738 | 6 | 0.1 | 0.02 | 0.09 |
| Rojhan-Kashmore | 40 | 1363 | 1 | 0.03 | 0 | 0.02 |
| Kashmore-Kandkot | 54 | 3308 | 13 | 0.24 | 0.04 | 0.11 |
| Kandkot-Shikarpur | 49 | 2392 | 22 | 0.45 | 0.06 | 0.25 |
| Shikarpur-Larkana | 86 | 1503 | 20 | 0.23 | 0.05 | 0.36 |
| Larkana-Dadu | 139 | 4047 | 106 | 0.76 | 0.29 | 0.72 |
| Dadu-Sehwan Sharif | 57 | 4473 | 31 | 0.54 | 0.08 | 0.19 |
| Sehwan-Jamshoro | 130 | 3265 | 70 | 0.54 | 0.19 | 0.59 |

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|----------------------|----|------|-----|------|------|------|
| Sukkur-Shikarpur | 40 | 4795 | 115 | 2.88 | 0.32 | 0.66 |
| Shikarpur-Jaccobabad | 36 | 2113 | 47 | 1.31 | 0.13 | 0.61 |
| Jaccobabad-Jhatpat | 27 | 4077 | 39 | 1.44 | 0.11 | 0.26 |
| Jhatpat-Dera Jamali | 50 | 3309 | 91 | 1.81 | 0.25 | 0.75 |
| Dera Jamali-Sibi | 70 | 2591 | 33 | 0.47 | 0.09 | 0.35 |
| Sibi-Dhadar | 45 | 3121 | 42 | 0.93 | 0.12 | 0.37 |
| Dhadar-Mach | 70 | 2385 | 27 | 0.39 | 0.07 | 0.31 |
| Mach-Speizand | 43 | 2936 | 15 | 0.35 | 0.04 | 0.14 |
| Speizand-Sariab | 20 | 3066 | 19 | 0.95 | 0.05 | 0.17 |

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|------------------------|----|------|----|------|------|------|
| Multan-Shershah | 18 | 5666 | 16 | 0.89 | 0.04 | 0.08 |
| Sher Shah-Muzaffargarh | 31 | 8173 | 97 | 3.13 | 0.27 | 0.33 |
| Muzaffargarh-Ghazighat | 22 | 4052 | 36 | 1.64 | 0.1 | 0.24 |
| Ghazighat-D.G.Khan | 25 | 4216 | 30 | 1.2 | 0.08 | 0.19 |
| D.G.Khan-Sakhisarwar | 20 | 3646 | 54 | 2.7 | 0.15 | 0.41 |
| Sakhisarwar-Fort Manro | 75 | 2018 | 28 | 0.37 | 0.08 | 0.38 |
| Kingri-Mekhtar | 60 | 1269 | 5 | 0.08 | 0.01 | 0.14 |
| Mekhtar-Loralai | 83 | 884 | 34 | 0.41 | 0.09 | 0.11 |
| Loralai-Qila Saifullah | 35 | 1889 | 6 | 0.17 | 0.02 | 0.09 |