



Ministry of Health
Government of Pakistan



Road Traffic Injury Research & Prevention Centre

Half yearly Report

From

Jan 09 to June 09

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INDUS MOTOR COMPANY LIMITED



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JAN 09 TO JUNE 09 RESULTS

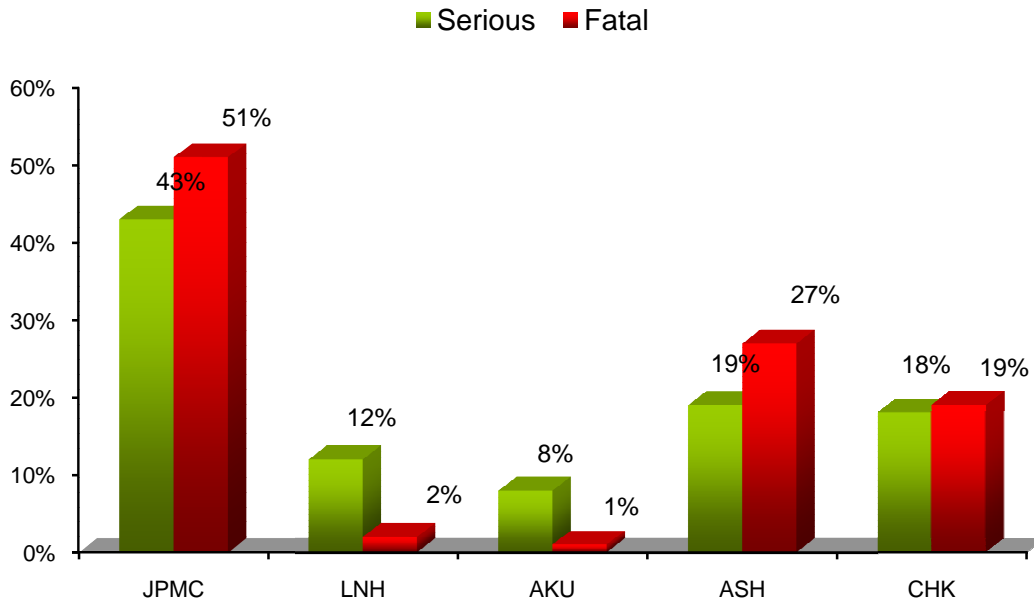
TOTAL INJURY & ACCIDENT OF 2009

| Total Injury & Accident | Frequency |
|-------------------------|-----------|
| Total Injury | 14877 |
| Total Accident | 12433 |

CENTER WISE SEVERITY

| Center | Minor | Percent | Serious | Percent | Fatal | Percent |
|--------|-------|---------|---------|---------|-------|---------|
| JPMC | 4355 | 38% | 1222 | 43% | 311 | 51% |
| LNH | 187 | 2% | 333 | 12% | 10 | 2% |
| AKU | 101 | 1% | 240 | 8% | 6 | 1% |
| ASH | 3884 | 34% | 560 | 19% | 166 | 27% |
| CHK | 2855 | 25% | 520 | 18% | 117 | 19% |
| Total | 11382 | 100% | 2875 | 100% | 610 | 100% |

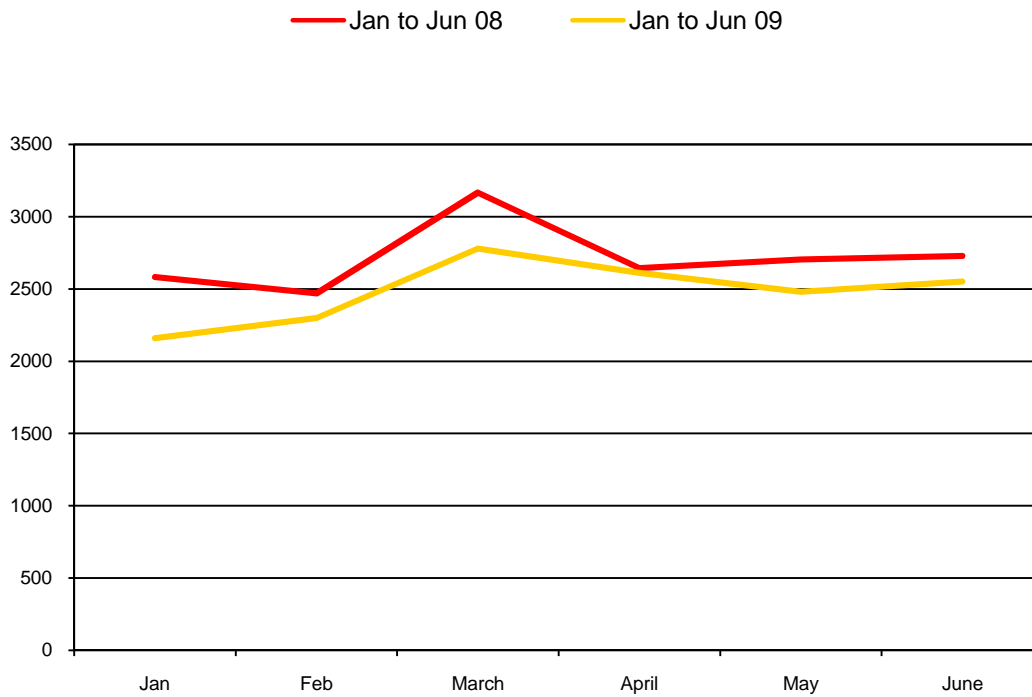
The overall accident data shows that the highest number of accident cases were recorded in JPMC covering 40% followed by ASH covering 31% of the total data respectively



MONTH WISE INJURY

| Months | 2008 | Percent | 2009 | Percent |
|--------|-------|---------|-------|---------|
| Jan | 2582 | 16% | 2158 | 15% |
| Feb | 2469 | 15% | 2297 | 15% |
| March | 3167 | 19% | 2779 | 19% |
| April | 2645 | 16% | 2610 | 18% |
| May | 2704 | 17% | 2481 | 17% |
| June | 2728 | 17% | 2552 | 17% |
| Total | 16295 | 100% | 14877 | 100% |

The half yearly data of 2009 shows that the highest number of injuries occurs in the month of March covering 19% of the total data.



DISPOSAL (SEVERITY)

| Disposal | 2008 | Percent | 2009 | Percent | Variation |
|----------|-------|---------|-------|---------|-----------|
| Minor | 12494 | 77% | 11382 | 77% | -9% |
| Serious | 3219 | 20% | 2885 | 19% | -10% |
| Fatal | 582 | 4% | 610 | 4% | 5% |
| Total | 16295 | 100% | 14877 | 100% | -9% |

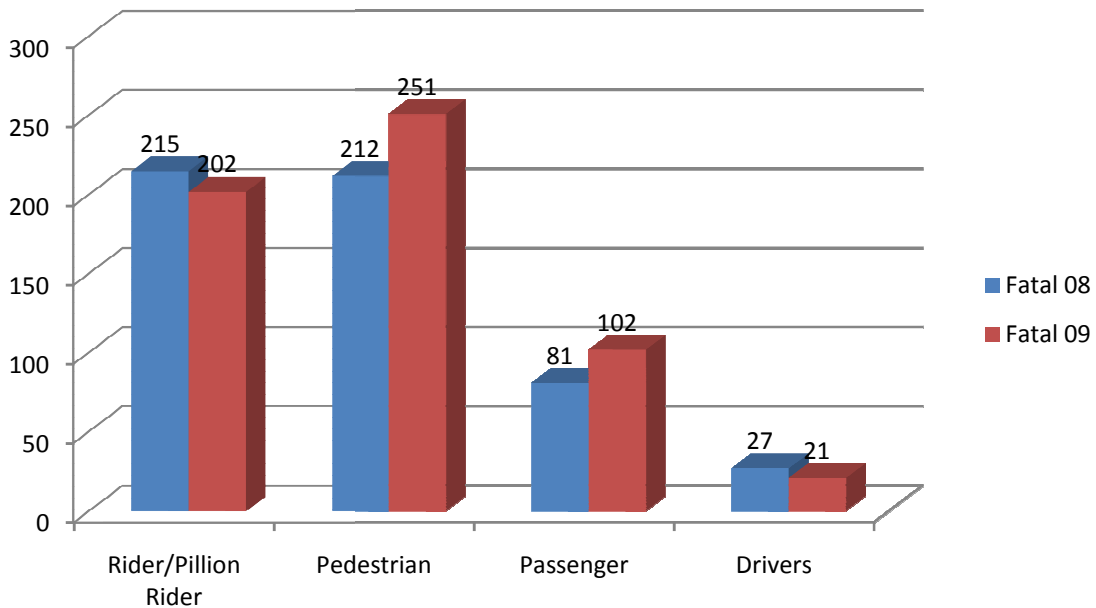
A decrease of 9% and 10% in minor and serious cases while an increase of 5% in the fatal cases have been observed while comparing the half yearly data of 2008 & 2009.

ROAD USER GROUP

| Road User Group | Minor | | Serious | | Fatal | |
|---------------------|-------|-------|---------|------|-------|------|
| | 2008 | 2009 | 2008 | 2009 | 2008 | 2009 |
| Rider/Pillion Rider | 8263 | 6480 | 1579 | 1315 | 215 | 202 |
| Pedestrian | 2419 | 2685 | 799 | 766 | 212 | 251 |
| Passenger | 1233 | 1446 | 378 | 362 | 81 | 102 |
| Drivers | 279 | 347 | 94 | 105 | 27 | 21 |
| Unknown | 17 | 78 | 9 | 32 | 47 | 34 |
| Total | 12211 | 11036 | 2859 | 2580 | 582 | 610 |

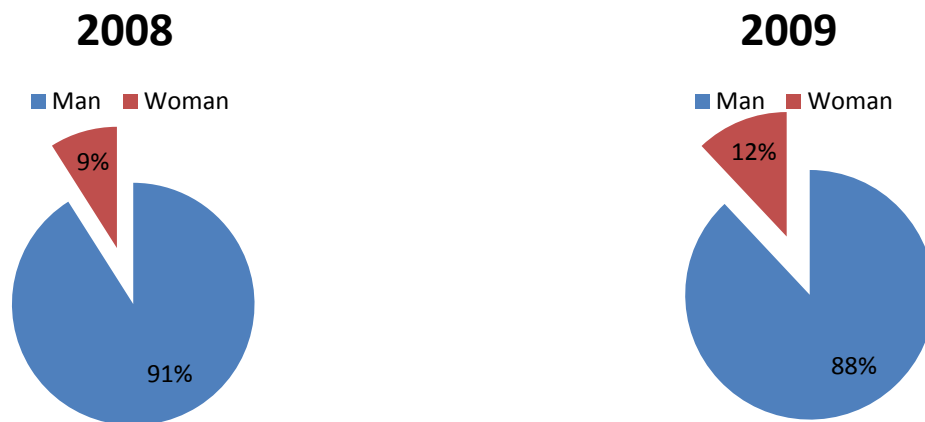
The half yearly data of 2009 shows that riders cover 56% while pedestrians cover 26% of the total accident data.

The comparison of the fatal data shows that the Rider decreases by 6% while the Pedestrian and Passengers increase by 18% and 26% respectively.



INJURY SEVERITY BASED ON GENDER

| Gender | 2008 | Percent | 2009 | Percent |
|--------|-------|---------|-------|---------|
| Male | 14849 | 91% | 13081 | 88% |
| Female | 1446 | 9% | 1796 | 12% |
| Total | 16295 | 100% | 14877 | 100% |

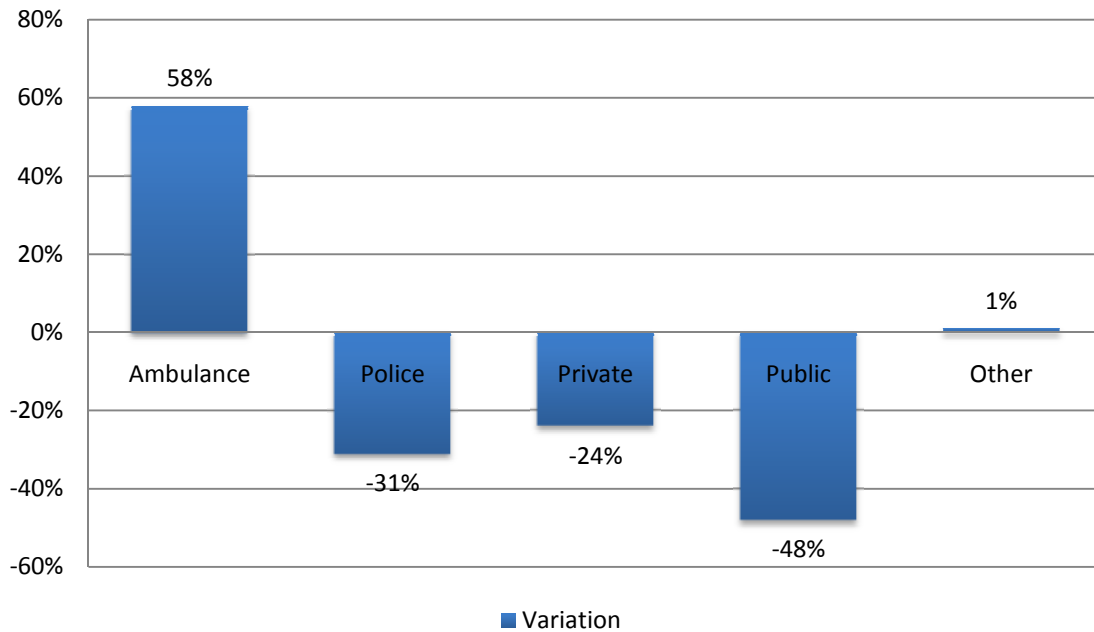


A decreasing trend has been observed in the male victims while an increasing trend has been seen in the female victims of accidents while comparing the half yearly data of 2008 and 2009.

MODE OF ARRIVAL

| Arrived by | 2008 | Percent | 2009 | Percent | Variation |
|------------|-------|---------|-------|---------|-----------|
| Ambulance | 3019 | 19% | 4758 | 32% | 58% |
| Police | 169 | 1% | 116 | 1% | -31% |
| Private | 11645 | 71% | 8792 | 59% | -24% |
| Public | 541 | 3% | 279 | 2% | -48% |
| Other | 921 | 6% | 932 | 6% | 1% |
| Total | 16295 | 100% | 14877 | 100% | -9% |

The data of 2009 shows that the highest number of accident cases arrives in the hospital through private vehicle covering 59% of the total data. The comparison shows that the efficiency of the ambulance service is enhanced by 58%.



VEHICLE INVOLVEMENT

| Vehicle Involvement | 2008 | Percent | 2009 | Percent | Variation |
|------------------------|-------|---------|-------|---------|-----------|
| Motorbike | 12537 | 59% | 9891 | 54% | -21% |
| Mini Van / Coaster | 515 | 2% | 772 | 4% | 50% |
| Bus / Mini Bus / Coach | 1438 | 7% | 1449 | 8% | 1% |
| Truck | 588 | 3% | 468 | 3% | -20% |
| Taxi | 287 | 1% | 261 | 1% | -9% |
| Bicycle | 335 | 2% | 343 | 2% | 2% |
| Car | 2514 | 12% | 2284 | 12% | -9% |
| Water / Oil Tanker | 111 | 1% | 81 | 0% | -27% |
| Rickshaw | 895 | 4% | 951 | 5% | 6% |
| Dumper | 168 | 1% | 186 | 1% | 11% |
| Trailer | 237 | 1% | 193 | 1% | -19% |
| Loading Pickup | 670 | 3% | 678 | 4% | 1% |
| Others | 1022 | 5% | 821 | 4% | -20% |
| Total | 21317 | 100% | 18378 | 100% | -14% |
| | | | | | |
| Public Transport | 3135 | 14% | 3433 | 18% | 10% |
| Goods Vehicle | 1774 | 9% | 1606 | 9% | -9% |

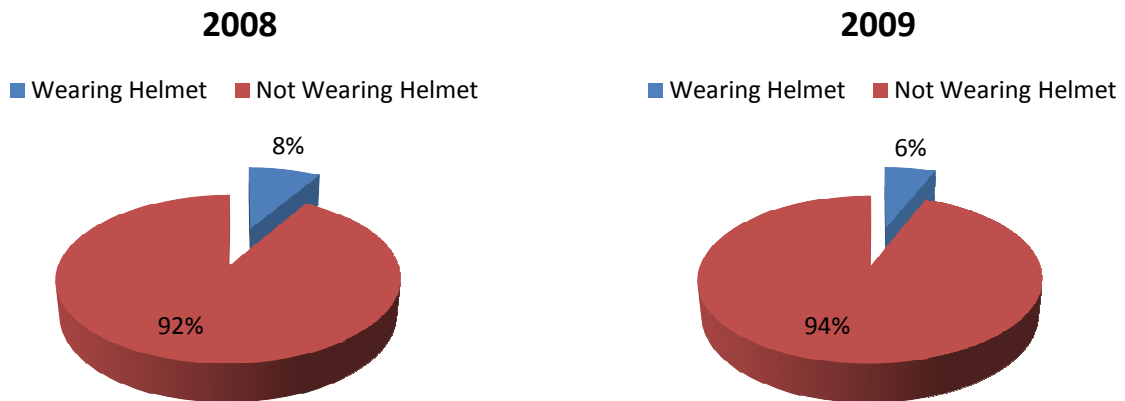
The data of 2009 shows that the motorbike was involved in most of the accidents covering 54% followed by car covering 12% respectively.

As far as public transport is concerned, an increment of 10% has been observed while for goods vehicle a decrement of 9% has been seen through the comparison of 2008& 2009 data.

HELMET ISSUES

| If Patient is Motorbike Rider | 2008 | Percent | 2009 | Percent |
|-------------------------------|------|---------|------|---------|
| Wearing Helmet | 689 | 8% | 370 | 6% |
| Not Wearing Helmet | 7479 | 92% | 5968 | 94% |
| Total | 8168 | 100% | 6338 | 100% |

The data comparison shows that a significant decrease in the helmet wearing has been observed. A decrement of 46% has been found out from the data.



TOWN WISE SEVERITY

| Towns 2009 | Minor | | Serious | | Fatal | |
|--------------------------------|-------|-------|---------|------|-------|------|
| | 2008 | 2009 | 2008 | 2009 | 2008 | 2009 |
| Saddar Town | 2430 | 1656 | 226 | 185 | 55 | 32 |
| Jamshed Town | 1502 | 1086 | 267 | 206 | 41 | 31 |
| Liaquatabad Town | 1153 | 947 | 162 | 100 | 31 | 18 |
| Korangi Town | 759 | 666 | 277 | 170 | 53 | 47 |
| Gulshan-e-Iqbal Town | 613 | 554 | 234 | 268 | 33 | 28 |
| North Nazimabad Town | 917 | 682 | 106 | 87 | 18 | 12 |
| New Karachi Town | 569 | 525 | 206 | 138 | 25 | 25 |
| Site Town | 572 | 475 | 112 | 94 | 24 | 33 |
| Kiamari Town | 290 | 337 | 64 | 81 | 23 | 27 |
| Gadap Town | 210 | 264 | 101 | 112 | 29 | 34 |
| Baldia Town | 330 | 241 | 111 | 90 | 34 | 23 |
| Bin Qasim Town | 151 | 188 | 132 | 100 | 29 | 28 |
| Gulberg Town | 227 | 218 | 61 | 74 | 20 | 21 |
| Landhi Town | 173 | 188 | 69 | 90 | 10 | 17 |
| Malir Town | 137 | 181 | 98 | 82 | 6 | 13 |
| Lyari Town | 228 | 188 | 43 | 33 | 12 | 12 |
| Orangi Town | 278 | 173 | 85 | 42 | 15 | 11 |
| Shah Faisal Town | 80 | 114 | 28 | 49 | 3 | 12 |
| DHA | 607 | 394 | 81 | 78 | 18 | 19 |
| Cantonment | 749 | 559 | 127 | 106 | 22 | 27 |
| Unknown & Out of City Location | 519 | 1746 | 495 | 690 | 81 | 140 |
| Total | 12494 | 11382 | 3085 | 2875 | 582 | 610 |

The in-city half yearly data of 2009 shows that the highest accident cases were reported in Saddar town covering 15% followed by Jamshed Town covering 11% of the total accident data respectively.

ROAD USER GROUP WITH ROADS

| Roads | Rider/Pillion Rider | Pedestrian | Passenger | Drivers | Unknown | Total |
|------------------------------|---------------------|------------|-----------|---------|---------|-------|
| Shahrah-e-Faisal | 440 | 207 | 73 | 23 | 2 | 745 |
| MA Jinnah Road | 444 | 179 | 63 | 21 | 11 | 718 |
| National Highway | 268 | 117 | 270 | 28 | 5 | 688 |
| Korangi Road | 394 | 167 | 35 | 13 | 0 | 609 |
| Nawab Sadiq Ali Khan Road | 295 | 60 | 24 | 9 | 0 | 388 |
| Ch Fazal Ellahi Road | 204 | 105 | 34 | 10 | 1 | 354 |
| Shahrah-e-Shah Suri | 233 | 61 | 21 | 12 | 1 | 328 |
| University Road | 163 | 125 | 25 | 11 | 2 | 326 |
| Super Highway | 79 | 47 | 144 | 33 | 15 | 318 |
| Mauripur Road | 111 | 104 | 26 | 9 | 5 | 255 |
| Site Avenue | 141 | 51 | 42 | 7 | 1 | 242 |
| Manghupir Road | 139 | 66 | 20 | 4 | 3 | 232 |
| Hub River Road | 98 | 43 | 62 | 16 | 9 | 228 |
| Rashid Minhas Road | 104 | 72 | 16 | 12 | 1 | 205 |
| Korangi Industrial Area Road | 120 | 53 | 15 | 3 | 1 | 192 |
| Hakim Ibn-e-Sina Road | 125 | 48 | 12 | 2 | 1 | 188 |
| Main Korangi Road | 112 | 37 | 33 | 5 | 0 | 187 |
| Shahrah-e-Pakistan | 96 | 46 | 11 | 3 | 0 | 156 |
| SM Toufiq Road | 82 | 41 | 17 | 2 | 0 | 142 |
| Nishtar Road | 84 | 40 | 7 | 1 | 0 | 132 |
| MT Khan Road | 84 | 29 | 13 | 2 | 0 | 128 |
| Shahrah-e-Orangi | 72 | 31 | 7 | 0 | 0 | 110 |
| Khy-e-Iqbal | 59 | 19 | 15 | 3 | 1 | 97 |
| Shahrah-e-Liaquat | 62 | 8 | 11 | 7 | 0 | 88 |
| Rafique Shaheed Road | 43 | 16 | 7 | 0 | 0 | 66 |
| Sea View Road | 49 | 4 | 7 | 1 | 0 | 61 |
| Sarwer Shaheed Road | 29 | 6 | 6 | 2 | 0 | 43 |
| Ch Khaliq-uz-zaman Road | 4 | 4 | 3 | 0 | 0 | 11 |
| Residential Road | 408 | 330 | 31 | 5 | 0 | 774 |
| Low Road | 316 | 260 | 28 | 14 | 3 | 621 |

ROAD USER GROUP WITH MAJOR ROAD (COMPARISON)

| Roads Name | Rider/Pillion Rider | | Pedestrian | | Passenger | | Drivers | |
|-------------------------------|---------------------|------|------------|------|-----------|------|---------|------|
| | 2008 | 2009 | 2008 | 2009 | 2008 | 2009 | 2008 | 2009 |
| Shahrah-e-Faisal | 669 | 440 | 214 | 207 | 102 | 73 | 21 | 23 |
| MA Jinnah Road | 570 | 444 | 163 | 179 | 57 | 63 | 15 | 21 |
| Korangi Road | 480 | 394 | 191 | 167 | 79 | 35 | 10 | 13 |
| Nawab Sadiq Ali Khan Road | 367 | 295 | 64 | 60 | 26 | 24 | 7 | 9 |
| National Highway | 323 | 268 | 109 | 117 | 196 | 270 | 39 | 28 |
| Shahrah-e-Sher Shah Suri Road | 298 | 233 | 51 | 61 | 17 | 21 | 4 | 12 |
| Main Korangi Road | 254 | 112 | 86 | 37 | 34 | 33 | 14 | 5 |
| Ch Fazal Ellahi Road | 247 | 204 | 91 | 105 | 18 | 34 | 4 | 10 |
| Site Avenue | 240 | 141 | 70 | 51 | 42 | 42 | 11 | 7 |
| Nishtar Road | 231 | 84 | 82 | 40 | 19 | 7 | 3 | 1 |
| University Road | 226 | 163 | 96 | 125 | 29 | 25 | 9 | 11 |
| Hakim Ibn-e-Sina Road | 211 | 125 | 51 | 48 | 20 | 12 | 3 | 2 |
| Korangi Industrial Area Road | 201 | 120 | 67 | 53 | 22 | 15 | 7 | 3 |
| Manghupir Road | 199 | 139 | 66 | 66 | 26 | 20 | 6 | 4 |
| Hub River Road | 183 | 98 | 58 | 43 | 81 | 62 | 12 | 16 |
| Sea View Road | 163 | 49 | 7 | 4 | 10 | 7 | 4 | 1 |
| SM Toufiq Road | 156 | 82 | 67 | 41 | 12 | 17 | 4 | 2 |
| Mauripur Road | 139 | 111 | 100 | 104 | 16 | 26 | 10 | 9 |
| Shahrah-e-Orangi | 132 | 72 | 54 | 31 | 15 | 7 | 4 | 0 |
| MT Khan Road | 131 | 84 | 31 | 29 | 21 | 13 | 5 | 2 |
| Rashid Minhas Road | 124 | 104 | 35 | 72 | 14 | 16 | 5 | 12 |
| Sarwer Shaheed Road | 111 | 29 | 24 | 6 | 6 | 6 | 2 | 2 |
| Super Highway | 106 | 79 | 46 | 47 | 121 | 144 | 37 | 33 |
| Shahrah-e-Pakistan | 99 | 96 | 42 | 46 | 14 | 11 | 5 | 3 |
| Khy-e-Iqbal | 97 | 59 | 33 | 19 | 12 | 15 | 4 | 3 |
| Rafique Shaheed Road | 87 | 43 | 23 | 16 | 10 | 7 | 0 | 0 |
| Shahrah-e-Liaquat | 86 | 62 | 20 | 8 | 6 | 11 | 3 | 7 |
| Ch Khaliq-uz-zaman Road | 45 | 4 | 18 | 4 | 9 | 3 | 3 | 0 |
| Low Road | 656 | 316 | 304 | 260 | 39 | 28 | 8 | 14 |
| Residential Road | 262 | 408 | 234 | 330 | 13 | 31 | 3 | 5 |

The data of 2009 shows that out of the total 28 high speed and high volume roads, the highest victims of accidents were reported on Shahrah-e-faisal covering 10% of the total data.

In 2009, the highest accident cases of riders/pillions were reported on MA Jinnah Road, for pedestrians the highest was on Shakra-e-Faisal, for passenger it was National Highway while for drivers the highest cases were reported cases from Super Highway.

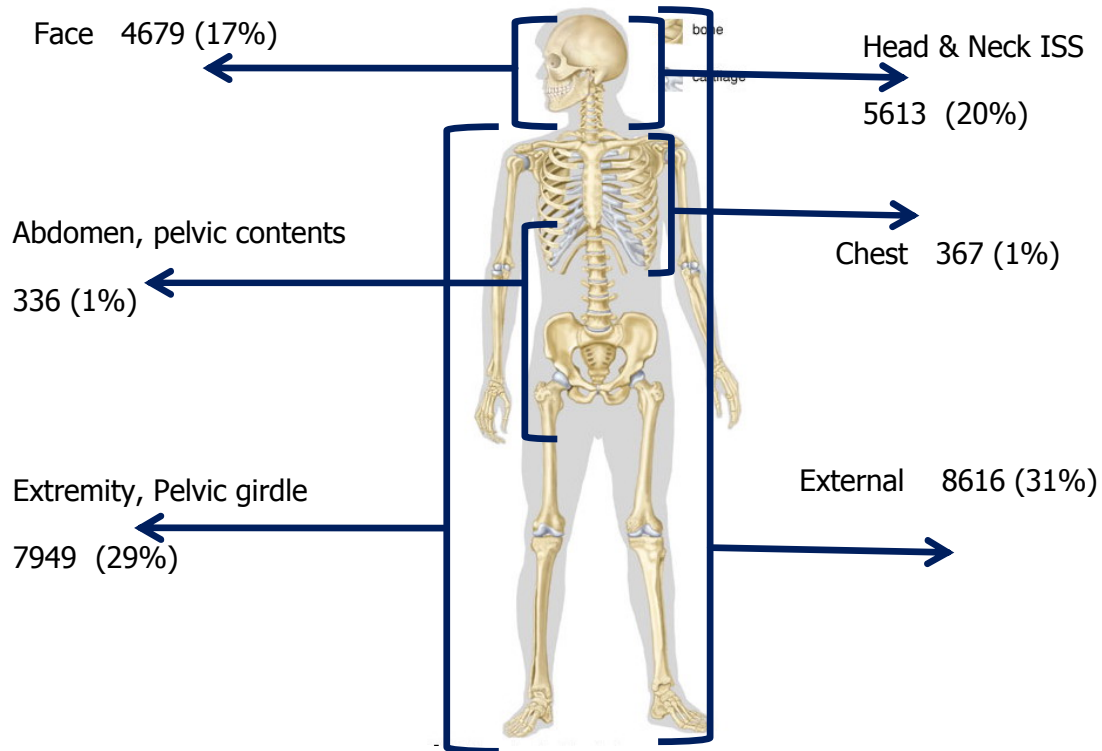
AGE GROUP WITH ROAD USER GROUP

| Age Group | Rider/Pillion Rider | | Pedestrian | | Passenger | | Drivers | |
|-----------|---------------------|------|------------|------|-----------|------|---------|------|
| | 2008 | 2009 | 2008 | 2009 | 2008 | 2009 | 2008 | 2009 |
| <= 15 | 839 | 851 | 900 | 1021 | 223 | 286 | 2 | 2 |
| 16 - 20 | 2413 | 1425 | 385 | 377 | 247 | 288 | 34 | 41 |
| 21 - 25 | 2556 | 1811 | 399 | 366 | 350 | 358 | 99 | 105 |
| 26 - 30 | 1653 | 1368 | 318 | 341 | 259 | 273 | 73 | 99 |
| 31 - 35 | 874 | 839 | 214 | 233 | 168 | 183 | 70 | 70 |
| 36 - 40 | 663 | 623 | 261 | 252 | 134 | 176 | 39 | 58 |
| 41 - 45 | 436 | 432 | 168 | 215 | 87 | 109 | 29 | 39 |
| 46 - 50 | 254 | 282 | 212 | 240 | 84 | 95 | 15 | 26 |
| 51 - 55 | 146 | 136 | 119 | 143 | 43 | 35 | 16 | 12 |
| 56 - 60 | 107 | 121 | 219 | 221 | 59 | 56 | 10 | 16 |
| 61 + | 87 | 84 | 225 | 275 | 43 | 40 | 12 | 3 |
| Total | 10028 | 7972 | 3420 | 3684 | 1697 | 1899 | 399 | 471 |

In 2009 the maximum number of injuries recorded is of the age group 21-25 years (19%) followed by young children of age group less than 15 years of age (15%).

INJURY TO BODY PARTS

(JAN 09- JUNE 09)



When grouping the whole injuries for the half yearly data of 2009, it has been observed that the external injuries were more frequently reported covering 31% of all injuries followed by extremity and pelvic girdle injuries covering 29%. A total of 5613 of Head & neck injuries and 4679 of face injuries were also reported.

IMMEDIATE FACTORS

(JAN 09 TO JUNE 09)

| Brief Description | Jan to June 09 | Percent |
|---|----------------|---------|
| Over Speeding | 4361 | 20.7% |
| Road Crossing | 3259 | 15.5% |
| Over Taking\Lane Jumping | 2647 | 12.6% |
| Fall (Descending/Ascending/Moving) | 677 | 3.2% |
| On Turning | 935 | 4.4% |
| Vehicle Fault /Brake Failure/Tyre Burst | 1351 | 6.4% |
| Sudden Application Brake | 654 | 3.1% |
| Wrong Way | 825 | 3.9% |
| Risky / Vandalism / Adventure /Racing | 373 | 1.8% |
| Drug Addict / Drunk Driving | 103 | 0.5% |
| Unskilled Driving | 52 | 0.2% |
| Signal Violation | 259 | 1.2% |
| Under Construction/Dilapidated Road | 181 | 0.9% |
| Walking / Standing | 415 | 2.0% |
| Bike Slip due to Scarf/Oil/water/Sand/ | 709 | 3.4% |
| Parked Vehicle | 94 | 0.4% |
| Speed Breaker | 290 | 1.4% |
| Man Holes | 61 | 0.3% |
| Misc Causes | 3840 | 18.2% |
| Total | 21086 | 100% |

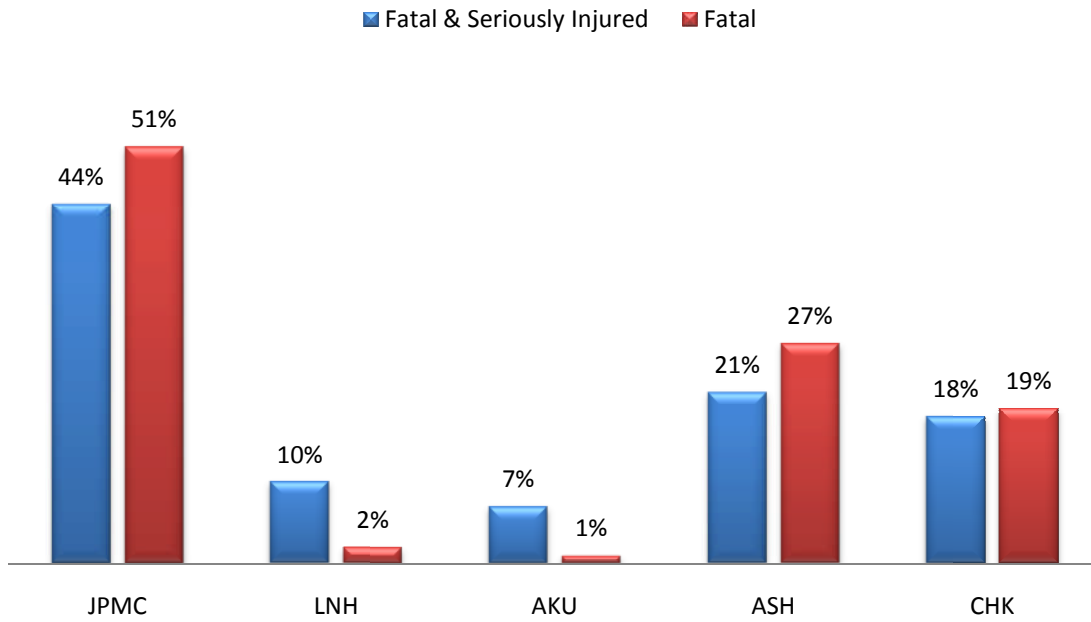
The table summarizes the major accident contributing causes. The data indicates the most frequently reported accident contributing factor was over speeding followed by road crossing covering 21% and 15% respectively.

**FATAL & FATAL & SERIOUSLY INJURED
JAN 09 TO JUNE 09 RESULTS WITH COMPARISON**

CENTER WISE SEVERITY

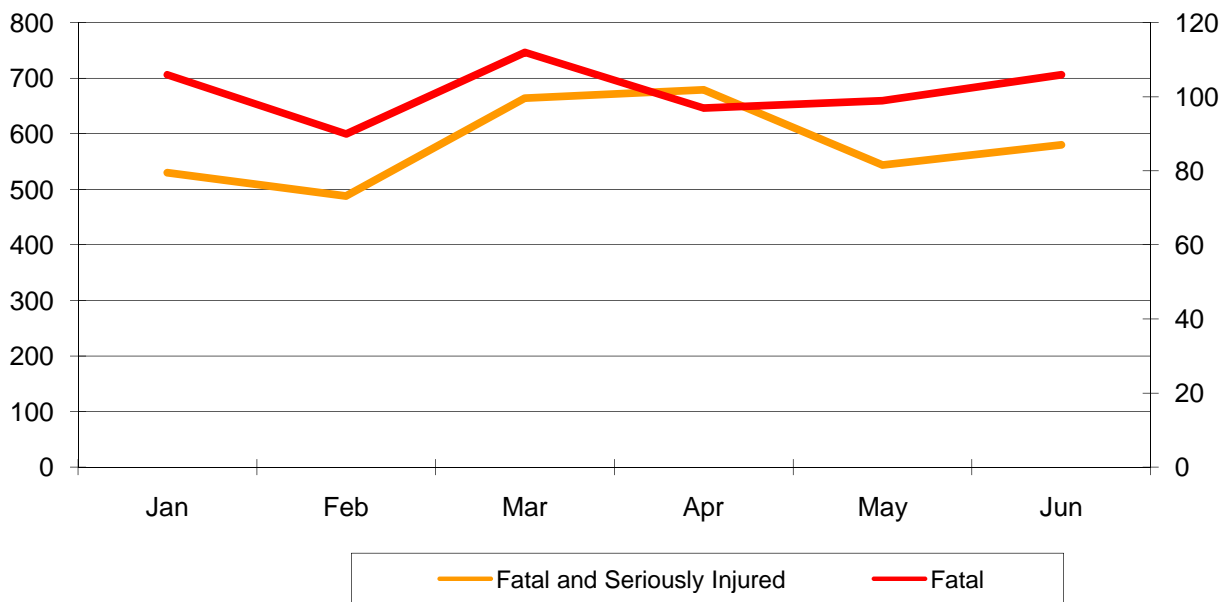
| Center | Fatal & Seriously Injured | Percent | Fatal | Percent |
|--------|---------------------------|---------|-------|---------|
| JPMC | 1536 | 44% | 311 | 51% |
| LNH | 347 | 10% | 10 | 2% |
| AKU | 246 | 7% | 6 | 1% |
| ASH | 727 | 21% | 166 | 27% |
| CHK | 639 | 18% | 117 | 19% |
| Total | 3495 | 100% | 610 | 100% |

The fatal & serious data shows that the highest number of accident cases were recorded in JPMC covering 44%.



MONTH WISE FATAL & FATAL & SERIOUSLY INJURED

| Months | Fatal & Seriously Injured | Fatal |
|--------|---------------------------|-------|
| Jan | 530 | 106 |
| Feb | 489 | 90 |
| Mar | 666 | 112 |
| Apr | 681 | 97 |
| May | 546 | 99 |
| Jun | 583 | 106 |



COMPARISON IN DISPOSAL

| Disposal | 2008 | 2009 | Variation |
|---------------------------|------|------|-----------|
| Fatal & Seriously Injured | 3801 | 3495 | -8% |
| Fatal | 582 | 610 | 5% |

The comparison shows that the fatal cases increase by 5%.

COMPARISON IN ROAD USER GROUP

| Road User Group | Fatal & Seriously Injured | | Fatal | |
|---------------------|---------------------------|------|-------|------|
| | 2008 | 2009 | 2008 | 2009 |
| Rider/Pillion Rider | 1794 | 1517 | 215 | 202 |
| Pedestrian | 1011 | 1017 | 212 | 251 |
| Passenger | 459 | 464 | 81 | 102 |
| Drivers | 121 | 126 | 27 | 21 |
| Unknown | 56 | 66 | 47 | 34 |
| Total | 3441 | 3190 | 582 | 610 |

The fatal & serious data of 2009 shows that the rider covers 48% while pedestrian cover 32% respectively. The comparison shows that the rider decrease by 15%.

TOWN WISE SEVERITY

| Towns | Fatal & Seriously Injured | | Fatal | |
|--------------------------------|---------------------------|-------------|------------|------------|
| | 2008 | 2009 | 2008 | 2009 |
| Saddar Town | 281 | 217 | 55 | 32 |
| Jamshed Town | 308 | 237 | 41 | 31 |
| Liaquatabad Town | 193 | 118 | 31 | 18 |
| Korangi Town | 330 | 217 | 53 | 47 |
| Gulshan-e-Iqbal Town | 267 | 296 | 33 | 28 |
| North Nazimabad Town | 124 | 99 | 18 | 12 |
| New Karachi Town | 231 | 163 | 25 | 25 |
| Site Town | 136 | 127 | 24 | 33 |
| Kiamari Town | 87 | 108 | 23 | 27 |
| Gadap Town | 130 | 146 | 29 | 34 |
| Baldia Town | 145 | 113 | 34 | 23 |
| Bin Qasim Town | 161 | 128 | 29 | 28 |
| Gulberg Town | 81 | 95 | 20 | 21 |
| Landhi Town | 79 | 107 | 10 | 17 |
| Malir Town | 104 | 95 | 6 | 13 |
| Lyari Town | 55 | 45 | 12 | 12 |
| Orangi Town | 100 | 53 | 15 | 11 |
| Shah Faisal Town | 31 | 61 | 3 | 12 |
| DHA | 99 | 97 | 18 | 19 |
| Cantonment | 149 | 133 | 22 | 27 |
| Unknown & Out of City Location | 576 | 830 | 81 | 140 |
| Total | 3667 | 3485 | 582 | 610 |

**TOWN WISE FATAL & SERIOUSLY INJURED
PER 10000 PERSONS**

| Towns | Fatal & Seriously Injured | | Population | Fatal & Seriously Injured Per 100000 Persons | |
|----------------------|---------------------------|------|------------|--|------|
| | 2008 | 2009 | | 2008 | 2009 |
| Baldia Town | 145 | 113 | 616722 | 23.5 | 18.3 |
| Bin Qasim Town | 161 | 128 | 480679 | 33.5 | 26.6 |
| Gadap Town | 130 | 146 | 439674 | 29.6 | 33.2 |
| Gulberg Town | 81 | 95 | 688580 | 11.8 | 13.8 |
| Gulshan-e-Iqbal Town | 267 | 296 | 949351 | 28.1 | 31.2 |
| Jamshed Town | 308 | 237 | 1114235 | 27.6 | 21.3 |
| Kiamari Town | 87 | 108 | 583640 | 14.9 | 18.5 |
| Korangi Town | 330 | 217 | 829813 | 39.8 | 26.2 |
| Landhi Town | 79 | 107 | 1012391 | 7.8 | 10.6 |
| Liaquatabad Town | 193 | 118 | 985581 | 19.6 | 12.0 |
| Lyari Town | 55 | 45 | 923176 | 6.0 | 4.9 |
| Malir Town | 104 | 95 | 604763 | 17.2 | 15.7 |
| New Karachi Town | 231 | 163 | 1038865 | 22.2 | 15.7 |
| North Nazimabad Town | 124 | 99 | 753423 | 16.5 | 13.1 |
| Orangi Town | 100 | 53 | 1098859 | 9.1 | 4.8 |
| Saddar Town | 281 | 217 | 935566 | 30.0 | 23.2 |
| Shah Faisal Town | 31 | 61 | 509915 | 6.1 | 12.0 |
| Site Town | 136 | 127 | 709944 | 19.2 | 17.9 |
| Cantonment | 149 | 133 | 464882 | 32.1 | 28.6 |
| DHA | 99 | 97 | 379596 | 26.1 | 25.6 |

The 2009 data shows that the highest town having fatal and serious cases per 100,000 population come out to be Gadap town followed by Gulshan-e-Iqbal town.

ROAD WISE SEVERITY

(Fatalities Per/Km Over Road Having More Than 10 Fatalities Per Year)

| Roads | Fatal & Seriously Injured | | Road Length | Per KM | |
|-------------------------------|---------------------------|------|-------------|-------------|-------------|
| | 2008 | 2009 | | 2008 Per Km | 2009 Per Km |
| Mauripur Road | 65 | 68 | 4 | 16.3 | 17.0 |
| Korangi Road | 230 | 156 | 10 | 23.0 | 15.6 |
| Shahrah-e-USman Ramz | 34 | 13 | 1.5 | 22.7 | 8.7 |
| Nawab Sadiq Ali Khan Road | 46 | 33 | 4 | 11.5 | 8.3 |
| Shahrah-e-Faisal | 189 | 177 | 13.5 | 14.0 | 13.1 |
| Labour Square Road | 21 | 4 | 2.1 | 10.0 | 1.9 |
| Site Avenue | 71 | 61 | 7 | 10.1 | 8.7 |
| Mai Kolachi Road | 19 | 16 | 3 | 6.3 | 5.3 |
| Shahrah-e-Pakistan | 42 | 59 | 6 | 7.0 | 9.8 |
| Khy-e-Jami | 8 | 1 | 4 | 2.0 | 0.3 |
| Korangi Industrial Area Road | 103 | 45 | 13 | 7.9 | 3.5 |
| Ch Fazal Ellahi Road | 96 | 82 | 8 | 12.0 | 10.3 |
| MA Jinnah Road | 105 | 97 | 11 | 9.5 | 8.8 |
| Farooq-e-Azam Road | 3 | 48 | 4.3 | 0.7 | 11.2 |
| National Highway | 358 | 305 | 30 | 11.9 | 10.2 |
| University Road | 109 | 105 | 12 | 9.1 | 8.8 |
| Hub River Road | 97 | 72 | 15 | 6.5 | 4.8 |
| Super Highway | 144 | 137 | 20 | 7.2 | 6.9 |
| Rashid Minhas Road | 55 | 67 | 7.75 | 7.1 | 8.6 |
| Manghupir Road | 58 | 38 | 16 | 3.6 | 2.4 |
| Shahrah-e-Sher Shah Suri Road | 43 | 43 | 11 | 3.9 | 3.9 |
| Hawks Bay Road | 28 | 31 | 20 | 1.4 | 1.6 |
| Northern Bypass | 47 | 55 | 55 | 0.9 | 1.0 |

The comparative data shows that a considerable decrease in per km cases were observed on Shakra-e-USman Ramz.

FATAL & FATAL & SERIOUSLY INJURED PEDESTRIAN
PER KM
(JAN 09 TO JUNE 09)

| Pedestrian | Road Length | Fatal & Seriously Injured | Per KM | Fatal | Per KM |
|-------------------------------|-------------|---------------------------|--------|-------|--------|
| Ch Fazal Ellahi Road | 8 | 29 | 3.6 | 6 | 0.8 |
| Farooq-e-Azam Road | 4.3 | 15 | 3.5 | 2 | 0.5 |
| Hawksbay Road | 20 | 0 | 0 | 0 | 0 |
| Hub River Road | 15 | 14 | 0.9 | 3 | 0.2 |
| Khayaban-e-Jami | 4 | 4 | 1 | 0 | 0 |
| Korangi Industrial Area | 13 | 17 | 1.3 | 5 | 0.4 |
| Korangi Road | 10 | 59 | 5.9 | 15 | 1.5 |
| Labour Square Road | 2.1 | 2 | 1 | 0 | 0 |
| MA Jinnah Road | 11 | 34 | 3.1 | 6 | 0.5 |
| Manghopir Road | 16 | 12 | 0.8 | 4 | 0.3 |
| Mauripur Road | 4 | 29 | 7.3 | 12 | 3 |
| National Highway | 30 | 53 | 1.8 | 21 | 0.7 |
| Nawab Sadiq Ali Khan | 4 | 8 | 2 | 2 | 0.5 |
| Northern Bypass | 55 | 6 | 0.1 | 2 | 0 |
| Rashid Minhas Road | 7.75 | 22 | 2.8 | 5 | 0.6 |
| Shahra-e-Usman Ramz | 1.5 | 5 | 3.3 | 0 | 0 |
| Shahrah-e-Faisal | 13.5 | 62 | 4.6 | 19 | 1.4 |
| Shahrah-e-Pakistan | 6 | 23 | 3.8 | 7 | 1.2 |
| Shahrah-e-Sher Shah Suri Road | 4 | 10 | 2.5 | 2 | 0.5 |
| Site Avenue | 7 | 14 | 2 | 7 | 1 |
| Super Highway | 20 | 21 | 1.1 | 7 | 0.4 |
| University Road | 12 | 45 | 3.8 | 3 | 0.3 |

The highest per km cases of pedestrian were observed on Korangi Road.

**FATAL & SERIOUSLY INJURED OF PEDESTRIAN
PER KM**

| Roads | Pedestrian | | Road Length | Per KM 2008 | |
|-------------------------------|------------|------|-------------|-------------|-------------|
| | 2008 | 2009 | | Per KM 2008 | Per KM 2009 |
| Ch Fazal Ellahi Road | 34 | 29 | 8 | 4.3 | 3.6 |
| Farooq-e-Azam Road | 0 | 15 | 4.3 | 0.0 | 3.5 |
| Hawksbay Road | 3 | 0 | 20 | 0.2 | 0.0 |
| Hub River Road | 24 | 14 | 15 | 1.6 | 0.9 |
| Khayaban-e-Jami | 4 | 4 | 4 | 1.0 | 1.0 |
| Korangi Industrial Area | 27 | 17 | 13 | 2.1 | 1.3 |
| Korangi Road | 65 | 59 | 10 | 6.5 | 5.9 |
| Labour Square Road | 5 | 2 | 2.1 | 2.4 | 1.0 |
| MA Jinnah Road | 30 | 34 | 11 | 2.7 | 3.1 |
| Manghopir Road | 17 | 12 | 16 | 1.1 | 0.8 |
| Mauripur Road | 29 | 29 | 4 | 7.3 | 7.3 |
| National Highway | 60 | 53 | 30 | 2.0 | 1.8 |
| Nawab Sadiq Ali Khan | 16 | 8 | 4 | 4.0 | 2.0 |
| Northern Bypass | 6 | 6 | 55 | 0.1 | 0.1 |
| Rashid Minhas Road | 10 | 22 | 7.75 | 1.3 | 2.8 |
| Shahra-e-Usman Ramz | 14 | 5 | 1.5 | 9.3 | 3.3 |
| Shahrah-e-Faisal | 70 | 62 | 13.5 | 5.2 | 4.6 |
| Shahrah-e-Pakistan | 12 | 23 | 6 | 2.0 | 3.8 |
| Shahrah-e-Sher Shah Suri Road | 19 | 10 | 4 | 4.8 | 2.5 |
| Site Avenue | 23 | 14 | 7 | 3.3 | 2.0 |
| Super Highway | 22 | 21 | 20 | 1.1 | 1.1 |
| University Road | 40 | 45 | 12 | 3.3 | 3.8 |

ROAD USER GROUP WITH MAJOR ARTERIALS

| Fatal & Seriously Injured | Rider/Pillion Rider | | Pedestrian | | Passenger | | Drivers | |
|-------------------------------|---------------------|------|------------|------|-----------|------|---------|------|
| | 2008 | 2009 | 2008 | 2009 | 2008 | 2009 | 2008 | 2009 |
| Shahrah-e-Faisal | 91 | 84 | 70 | 64 | 22 | 13 | 6 | 6 |
| MA Jinnah Road | 60 | 41 | 30 | 34 | 7 | 12 | 2 | 4 |
| Korangi Road | 132 | 80 | 65 | 59 | 23 | 5 | 4 | 4 |
| Nawab Sadiq Ali Khan Road | 26 | 19 | 16 | 8 | 2 | 2 | 2 | 1 |
| National Highway | 167 | 115 | 61 | 54 | 92 | 100 | 24 | 14 |
| Shahrah-e-Sher Shah Suri Road | 20 | 23 | 19 | 11 | 1 | 2 | 0 | 0 |
| Main Korangi Road | 22 | 10 | 18 | 7 | 4 | 1 | 5 | 1 |
| Ch Fazal Ellahi Road | 53 | 48 | 35 | 29 | 6 | 1 | 0 | 1 |
| Site Avenue | 39 | 30 | 26 | 14 | 7 | 14 | 1 | 3 |
| Nishtar Road | 13 | 5 | 16 | 4 | 1 | 0 | 2 | 1 |
| University Road | 58 | 43 | 42 | 46 | 7 | 3 | 1 | 1 |
| Hakim Ibn-e-Sina Road | 28 | 7 | 14 | 5 | 4 | 1 | 0 | 0 |
| Korangi Industrial Area Road | 62 | 21 | 27 | 17 | 4 | 3 | 2 | 1 |
| Manghupir Road | 37 | 19 | 18 | 14 | 5 | 5 | 1 | 1 |
| Hub River Road | 51 | 30 | 25 | 16 | 20 | 15 | 1 | 7 |
| Sea View Road | 21 | 6 | 1 | 3 | 4 | 2 | 0 | 0 |
| SM Toufiq Road | 22 | 10 | 19 | 19 | 2 | 4 | 0 | 0 |
| Mauripur Road | 33 | 27 | 17 | 12 | 1 | 7 | 0 | 3 |
| Shahrah-e-Orangi | 39 | 17 | 22 | 4 | 6 | 2 | 0 | 0 |
| MT Khan Road | 20 | 10 | 6 | 3 | 3 | 1 | 0 | 0 |
| Rashid Minhas Road | 37 | 29 | 10 | 24 | 7 | 4 | 2 | 4 |
| Sarwer Shaheed Road | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 |
| Super Highway | 55 | 32 | 22 | 24 | 44 | 46 | 21 | 12 |
| Shahrah-e-Pakistan | 28 | 23 | 12 | 23 | 1 | 3 | 0 | 2 |
| Khy-e-Iqbal | 11 | 10 | 4 | 5 | 5 | 1 | 2 | 0 |
| Rafique Shaheed Road | 3 | 1 | 3 | 3 | 0 | 0 | 0 | 0 |
| Shahrah-e-Liaquat | 1 | 3 | 2 | 4 | 1 | 0 | 3 | 0 |
| Ch Khaliq-uz-zaman Road | 4 | 1 | 6 | 1 | 4 | 0 | 0 | 0 |
| Low Road | 107 | 54 | 61 | 52 | 7 | 8 | 3 | 2 |
| Residential Road | 40 | 51 | 55 | 60 | 5 | 9 | 0 | 2 |

VEHICLE INVOLVEMENT

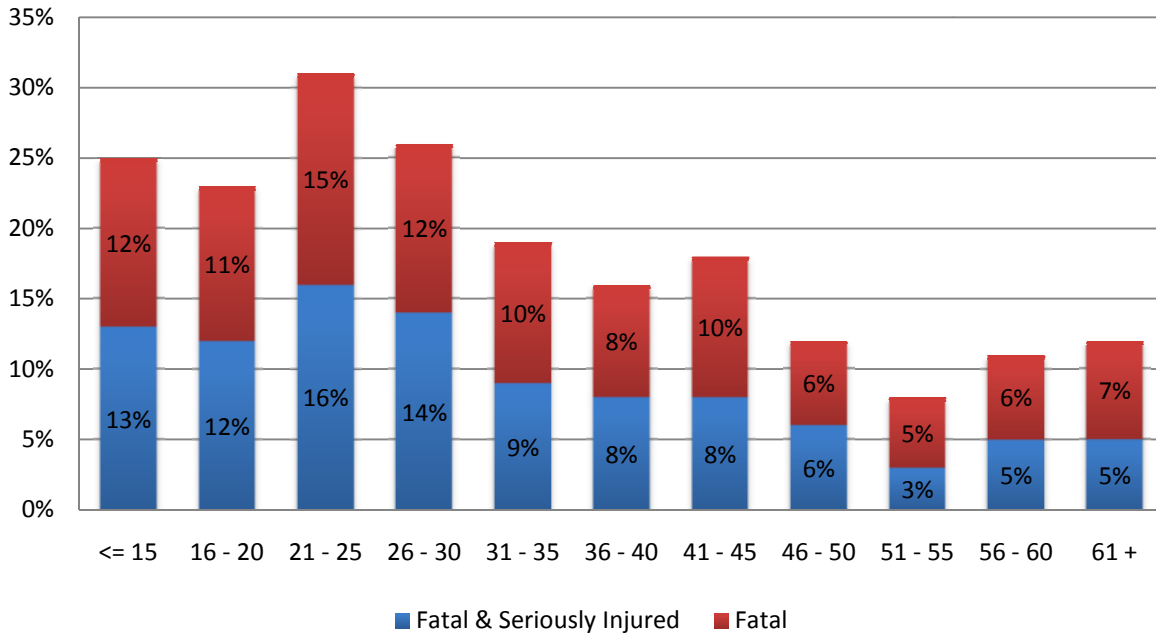
| Vehicle Involvement | Fatal & Seriously Injured | Percent | Fatal | Percent |
|-------------------------|---------------------------|---------|-------|---------|
| Motorbike | 1925 | 45% | 245 | 30% |
| Mini Van / Coaster | 228 | 5% | 46 | 6% |
| Bus / Mini Bus / Coach | 418 | 10% | 102 | 13% |
| Truck | 179 | 4% | 52 | 6% |
| Taxi | 53 | 1% | 9 | 1% |
| Bicycle | 74 | 2% | 13 | 2% |
| Car | 556 | 13% | 89 | 11% |
| Water / Oil Tanker | 35 | 1% | 16 | 2% |
| Rickshaw | 130 | 3% | 12 | 1% |
| Dumper | 79 | 2% | 33 | 4% |
| Trailer | 97 | 2% | 33 | 4% |
| Loading Pickup | 194 | 4% | 52 | 6% |
| Others | 344 | 8% | 113 | 14% |
| Total | 4312 | 100% | 815 | 100% |
| Public Transport | 829 | 19% | 169 | 21% |
| Goods Vehicle | 584 | 14% | 186 | 23% |

The data shows that in most of the fatal & serious accidents the highest involvement was of motorbike.

AGE GROUP WITH SEVERITY

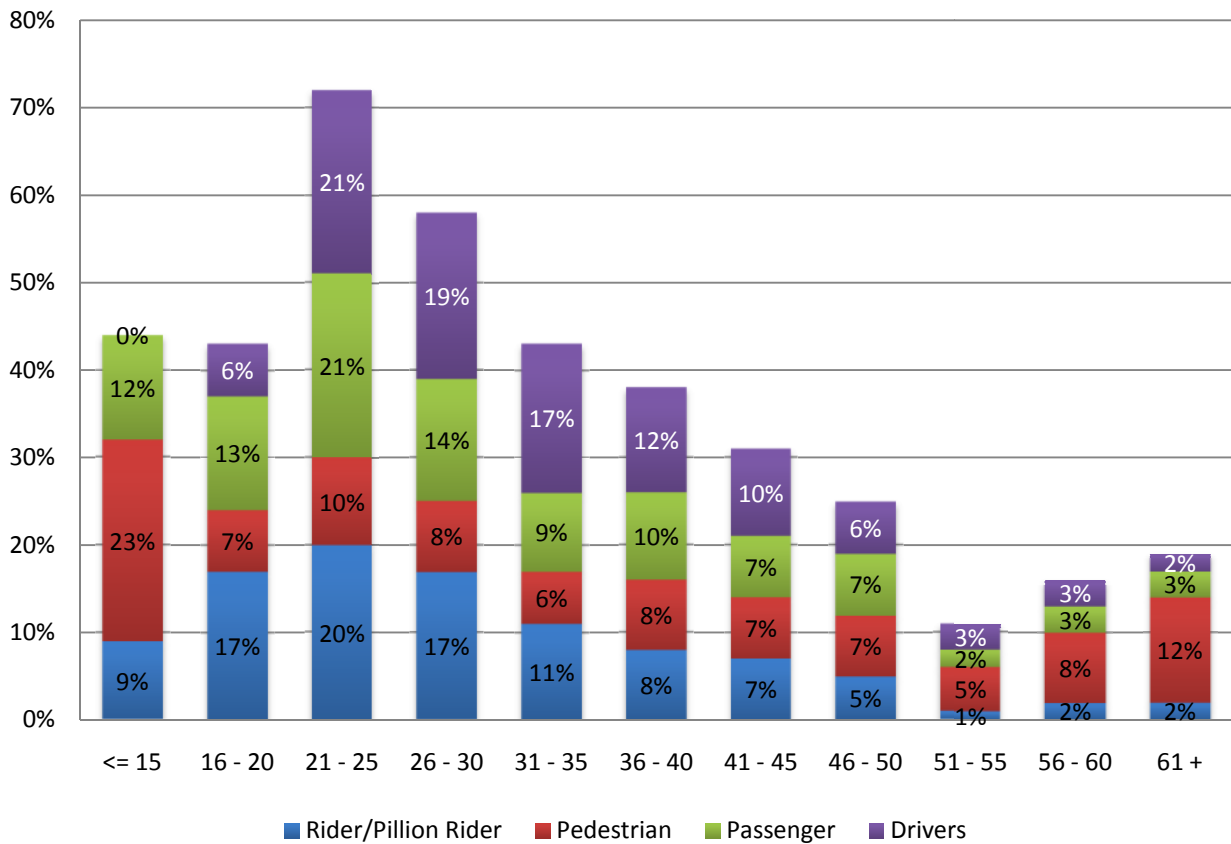
| Age Group | Fatal & Seriously Injured | Percent | Fatal | Fatal Percent |
|-----------|---------------------------|---------|-------|---------------|
| <= 15 | 459 | 13% | 73 | 12% |
| 16 - 20 | 427 | 12% | 62 | 11% |
| 21 - 25 | 570 | 16% | 89 | 15% |
| 26 - 30 | 468 | 14% | 69 | 12% |
| 31 - 35 | 328 | 9% | 58 | 10% |
| 36 - 40 | 291 | 8% | 46 | 8% |
| 41 - 45 | 263 | 8% | 58 | 10% |
| 46 - 50 | 209 | 6% | 33 | 6% |
| 51 - 55 | 96 | 3% | 27 | 5% |
| 56 - 60 | 158 | 5% | 33 | 6% |
| 61 + | 187 | 5% | 39 | 7% |
| Total | 3456 | 100% | 587 | 100% |

The fatal & serious data shows that children below 15 years cover 13% while the youth (21-50 years) covers 61%.



AGE GROUP WITH ROAD USER GROUP

| Age | Rider/Pillion Rider | Percent | Pedestrian | Percent | Passenger | Percent | Drivers | Percent |
|--------------|---------------------|-------------|-------------|-------------|------------|-------------|------------|-------------|
| <= 15 | 133 | 9% | 245 | 23% | 56 | 12% | 0 | 0% |
| 16 - 20 | 262 | 17% | 72 | 7% | 59 | 13% | 7 | 6% |
| 21 - 25 | 297 | 20% | 102 | 10% | 94 | 21% | 27 | 21% |
| 26 - 30 | 257 | 17% | 85 | 8% | 64 | 14% | 24 | 19% |
| 31 - 35 | 172 | 11% | 59 | 6% | 40 | 9% | 22 | 17% |
| 36 - 40 | 117 | 8% | 82 | 8% | 44 | 10% | 15 | 12% |
| 41 - 45 | 111 | 7% | 71 | 7% | 34 | 7% | 13 | 10% |
| 46 - 50 | 81 | 5% | 78 | 7% | 30 | 7% | 8 | 6% |
| 51 - 55 | 20 | 1% | 52 | 5% | 8 | 2% | 4 | 3% |
| 56 - 60 | 33 | 2% | 82 | 8% | 16 | 3% | 4 | 3% |
| 61 + | 29 | 2% | 128 | 12% | 13 | 3% | 2 | 2% |
| Total | 1512 | 100% | 1056 | 100% | 458 | 100% | 126 | 100% |

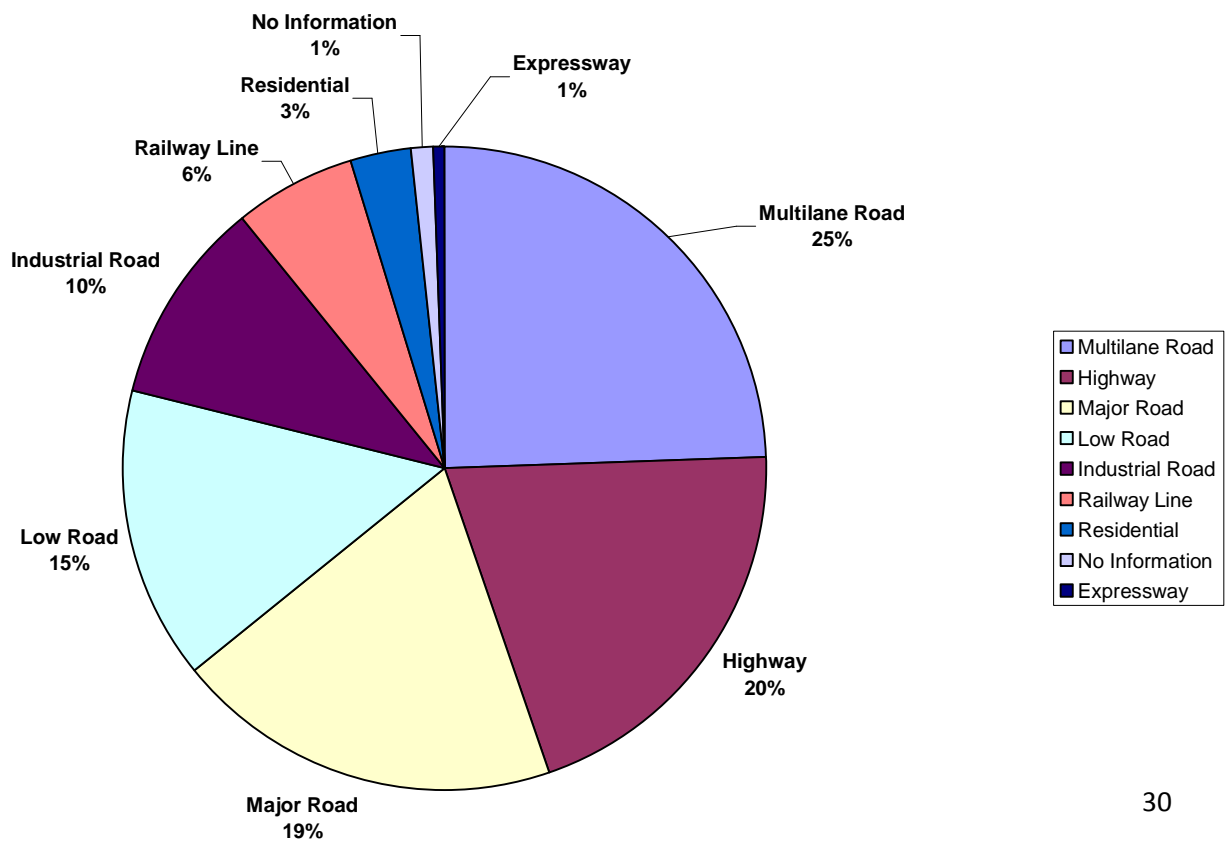


GIS SECTION

Half Yearly Analysis of Fatalities in Karachi URBAN

Jan-June 2009

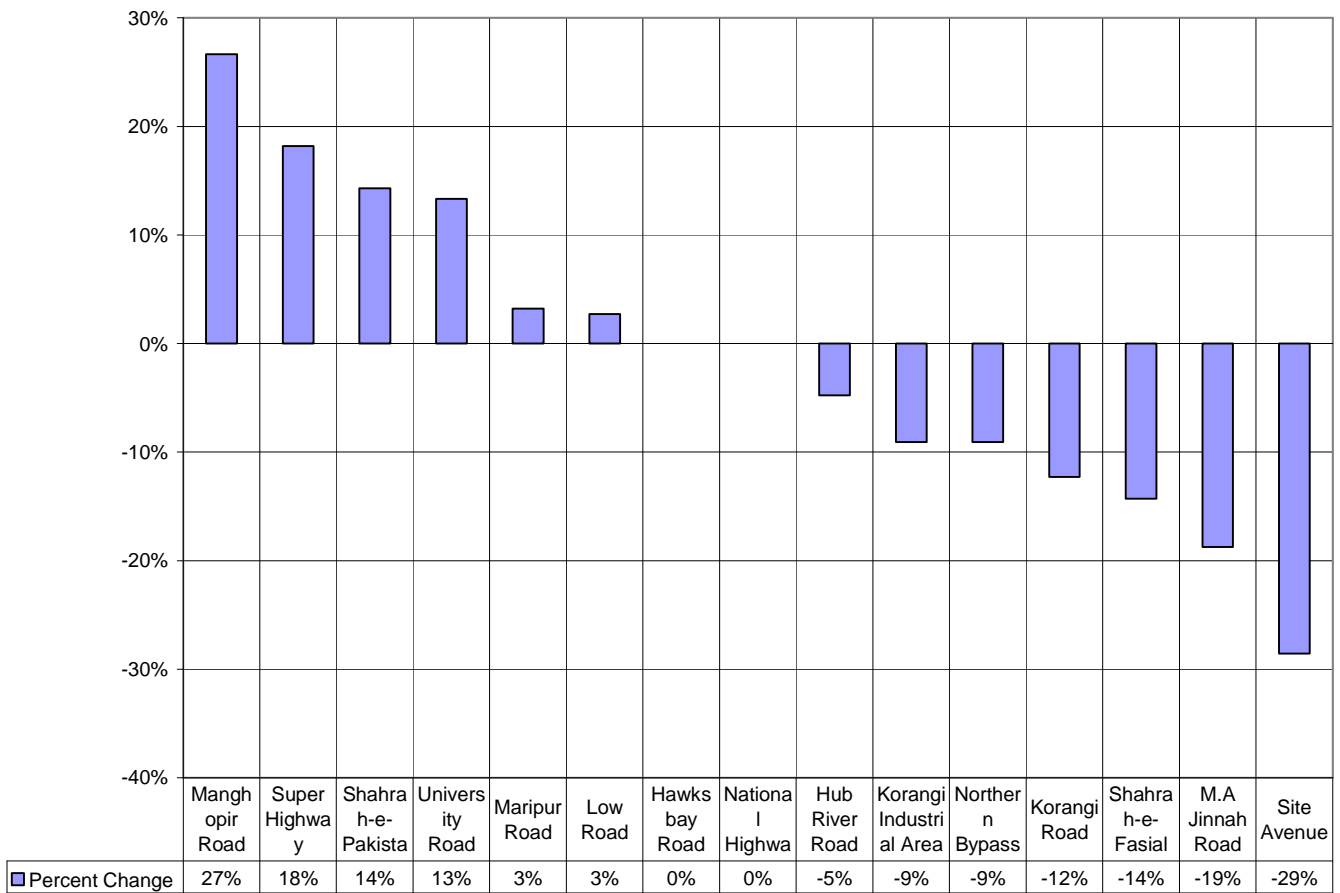
| Road Classification | Total |
|---------------------|------------|
| Multilane Road | 144 |
| Highway | 118 |
| Major Road | 114 |
| Low Road | 86 |
| Industrial Road | 60 |
| Railway Line | 37 |
| Residential | 18 |
| No Information | 5 |
| Expressway | 4 |
| Grand Total | 586 |



ROADS HAVING MORE THAN 10 FATALITIES IN SIX MONTH OF EITHER YEAR

Percentage change is calculated to only those Roads that have more than 10 fatalities in both years:

| Road | 2008 | 2009 | Percent Change |
|------------------------------|---------|---------|----------------|
| Manghopir Road | 11 | 19 | 27% |
| Super Highway | 18 | 26 | 18% |
| Shahrah-e-Pakistan | 12 | 16 | 14% |
| University Road | 13 | 17 | 13% |
| Maripur Road | 15 | 16 | 3% |
| Low Road | 18 | 19 | 3% |
| Hawksbay Road | 11 | 11 | 0% |
| National Highway | 31 | 31 | 0% |
| Hub River Road | 22 | 20 | -5% |
| Korangi Industrial Area Road | 18 | 15 | -9% |
| Northern Bypass | 18 | 15 | -9% |
| Korangi Road | 32 | 25 | -12% |
| Shahrah-e-Fasial | 36 | 27 | -14% |
| M.A Jinnah Road | 19 | 13 | -19% |
| Site Avenue | 18 | 10 | -29% |
| MT Khan Road | 12 | xxx (3) | NA |
| Nawab Sadiq Ali Khan Road | 10 | xxx (7) | NA |
| Shahrah-e-Orangi | 12 | xxx (5) | NA |
| Rashid Minhas Road | xxx (6) | 14 | NA |



Temporal Comparison between 2008 & 2009

