



# Road Traffic Accidents with Child Victims

## INDIA

### POSSIBLE SOLUTIONS FOR REDUCING ACCIDENTS

Reducing road traffic accidents, injuries and fatalities in children requires a multi-faceted approach: There are a broad range of factors that can contribute towards better outcomes for victims of road traffic collisions. The disparity between low and high income countries may suggest that factors such as the quality of road infrastructure, vehicle standards, emergency medical care and educational intervention all have a significant impact.

Many governments are actively engaged in programmes to address road safety. The imperative is for these to persist and expand, as without further initiatives by policy and decision makers to address traffic accidents in the eight countries studied, fatalities and injuries are likely to remain at their present levels or increase.

A growth in GDP and motorisation in many low- and middle-income countries (LMICs) will continue to place pressure on traffic management to provide a safe environment for vulnerable groups, particularly for children under the age of 17.

The opportunities to reduce the incidence and impact of road accidents on 0-17-year-olds are numerous. The socioeconomic costs including medical, production and human cost on countries, shows us that greater investment in infrastructure and educational campaigns is justified, particularly in contrast to the result of not doing so, and the irreversible effects it would inflict on individuals, especially children and their communities.

### ABOUT THIS RESEARCH

These insights, data and recommendations for India have been extracted from the wider global research The Impact of Road Traffic Accidents with Child Victims. This report seeks to address the lack of information on the socioeconomic cost of traffic accidents affecting children, and to highlight the profound medical, production and human cost that these incidents have for nations.

[www.fundacioabertis.org](http://www.fundacioabertis.org)

Population: 1.3 bn  
Road fatality: 11.9 per 100K  
Children: 7.04% of fatalities  
GDP: \$2.2 tn  
Vehicles: 230 m  
Roads: 2,200,000 km

Road traffic accidents can have a catastrophic effect on individuals, their families, and the community. They 'steal' social and economic contributions and reflect inequality in their distribution, with the majority occurring in low-middle income countries.<sup>1</sup>

In 2018 there were over 467,000 traffic accidents in India, a slightly higher figure than that of 2017, prior to which there had been two years of decreasing rates. These accidents resulted in 151,417 fatalities, a 2.4% increase on the year before.<sup>2</sup> During 2018, 6.6% of the deaths were of children and young people under the age of 18.<sup>3</sup>

The high socioeconomic costs for India estimated in this research reflect the high number of fatalities and injuries across all ages, including those up to 17 years old riding motorcycles, who are at greater risk for head injury in road traffic accidents.

Studies from New Delhi show that vulnerable road users (pedestrians, cyclists and two-wheeler riders) accounted for 84% of the total fatalities, whereas car occupants were involved in only 3%.

Two-wheeled riders represent the largest proportion of fatalities (34.8%). This reflects the trend in developing countries for road use to be dominated by this type of vehicles.

In India, road traffic injuries are also the second most frequent cause of death in the younger age group of 5 to 14-year-olds. It is believed that sustained GDP growth between 2000-2016 spurred a rise in motor vehicles that could have contributed to an increase in road fatalities: these rose by 5% per annum between 1980 and 2000, and by 8% until 2006.

### IMPACT ON INDIA'S GDP

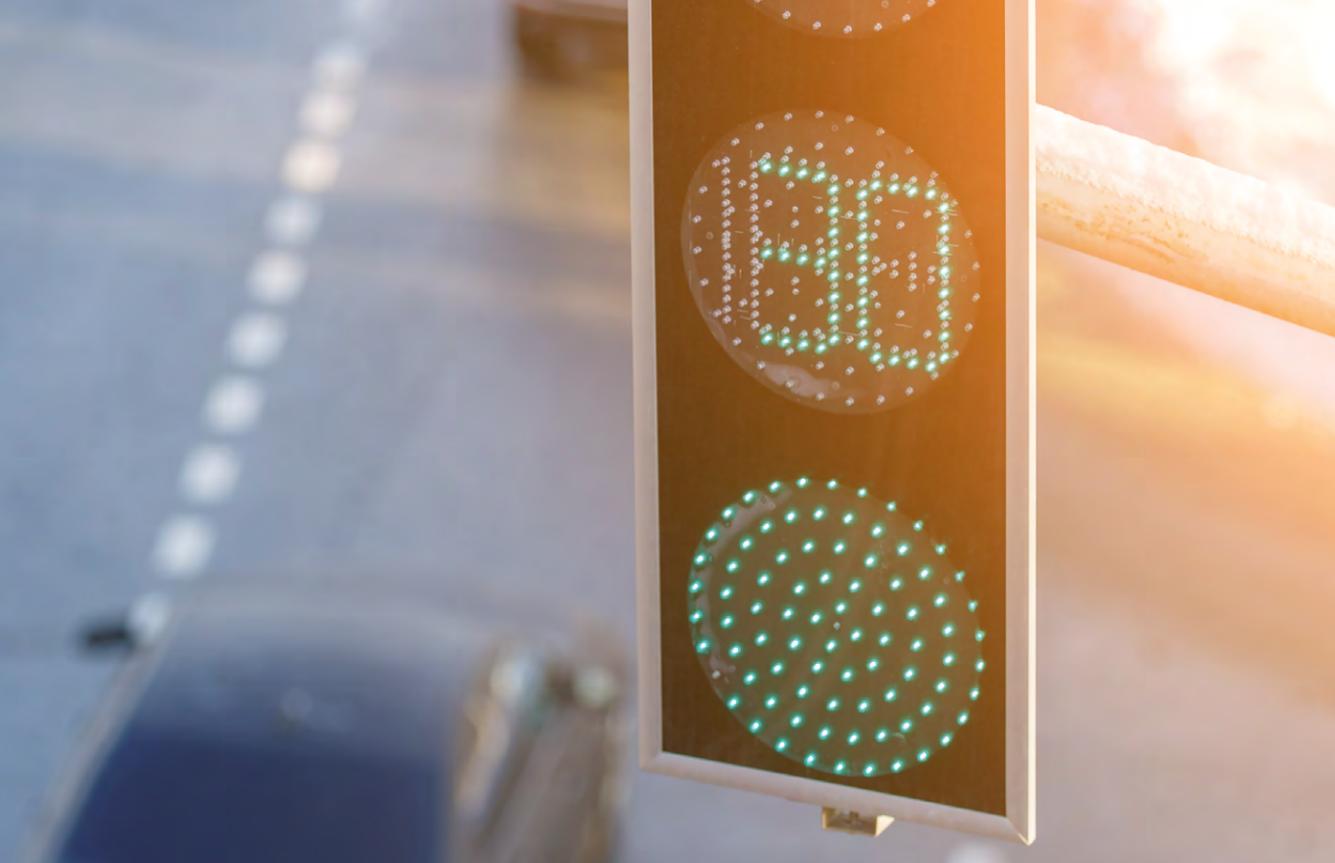
**\$5.8 bn**  
**\$4.39**  
**per capita**

*GDP growth has brought more vehicles. Pedestrians and two-wheelers account for 84% of fatalities.*

### Socioeconomic cost of road traffic accidents: 0-17 years of age

India	Medical cost	Property cost	Administrative cost	Production cost	Human cost	Total
Total cost	\$ 248,428,455	\$ 9,751,576	\$ 14,195,438	\$ 525,182,613	\$ 5,076,325,305	\$ 5,873,883,387
Per capita	\$ 0.19	\$ 0.01	\$ 0.01	\$ 0.39	\$ 3.79	\$ 4.39
Population	1,339,180,130					

<sup>1</sup> All data in this paper come from the London School of Economics study «The Impact of Road Traffic Accidents with Child Victims» (2019) except where otherwise noted  
<sup>2</sup> Transport Research Wing (TRW), Ministry of Road Transport & Highways, Government of India (2018), «Road Accidents in India 2018», page 13, [https://morth.gov.in/sites/default/files/Road\\_Accidnt.pdf](https://morth.gov.in/sites/default/files/Road_Accidnt.pdf)  
<sup>3</sup> Transport Research Wing (TRW), Ministry of Road Transport & Highways, Government of India (2018), «Road Accidents in India 2018», page 30, [https://morth.gov.in/sites/default/files/Road\\_Accidnt.pdf](https://morth.gov.in/sites/default/files/Road_Accidnt.pdf)



### Days lost from psychological 'injuries' inflicted from road traffic accidents for 0-17 age group

Country	Psychiatric disorder	Depression	Post traumatic stress	Anxiety	Total
India	28,537	16,518	3,554	3,406	52,014

### SOLUTIONS IN INDIA

Of the fatalities recorded in 2016, 10,135 two-wheeled riders were not wearing helmets, and 5,638 vehicle drivers or passengers were not wearing seatbelts.

The Government is implementing a national Road Safety Policy that is multi-pronged and encompasses promoting awareness; encouraging the safer use of roads; creating safer drivers and vehicles and implementing other safety enforcing laws.

This has been assisted with the passing of The Motor Vehicles (Amendment) Bill, 2017, which introduces stricter penalties for traffic-rule violations to support enforcement and compliance.

Total forecast fatalities for children aged up to 17 from road traffic accidents in India in 2016 were 10,622, representing 7.04% of the total fatalities of 150,785.

### Summary of traffic accidents in India - total and 0-17 years-of-age

Year	Accidents	Injured	Serious injuries	Mild/Minor injuries	Fatalities	Child fatalities	Male child fatalities	Female child fatalities
2016	480,652	494,624	179,421	315,204	150,785	10,622	8,347	2,275
			36%	64%		7.04%	79%	21%

### THE 2016 NATIONAL ROAD SAFETY POLICY AND THE 2017 MOTOR VEHICLES BILL AIM AT CURBING ACCIDENTS IN INDIA

### IT'S A GLOBAL ISSUE

Children up to 17 years of age are a particularly vulnerable group. In poorer countries, serious injuries and disabilities to children from road traffic accidents often 'pull' families into poverty or worsen their position, as

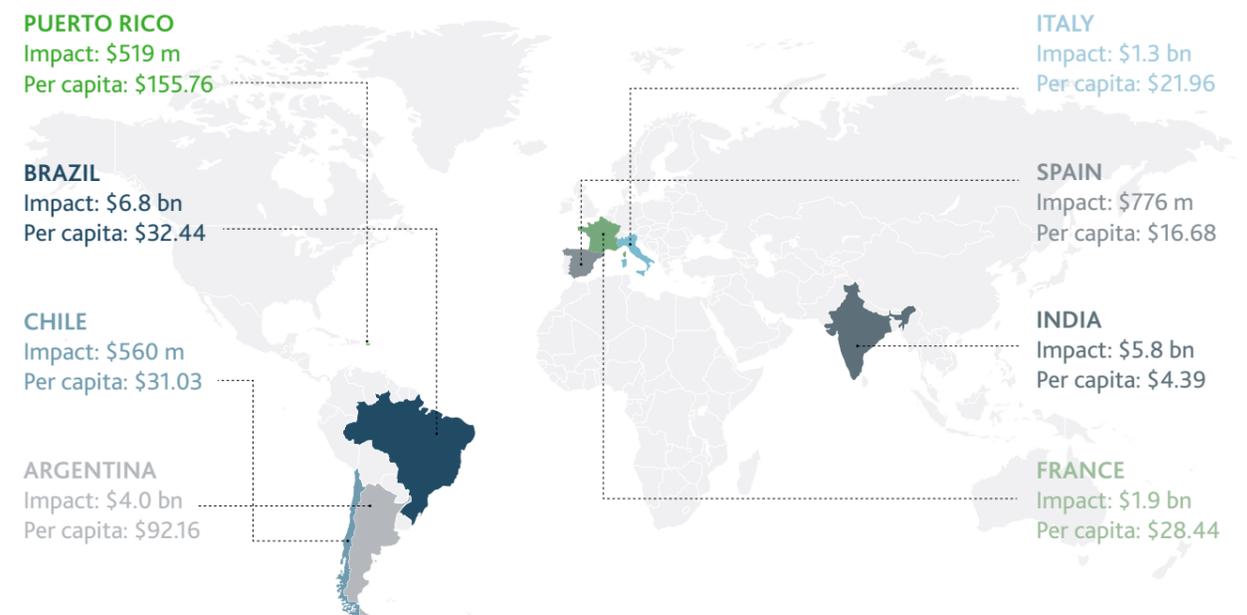
families are often forced to use savings, sell possessions or forfeit employment to care for an affected child, in many cases permanently.

### LIVES LOST: THE HUMAN COST OF CHILD VICTIMS

The Abertis Foundation commissioned the London School of Economics and Political Science to research into the socioeconomic impact of road traffic accidents with child victims in Italy, France, Spain, Argentina, Brazil, Chile, Puerto Rico and India.

# \$21.8 bn

Annual socioeconomic impact of life years lost from road traffic accidents with child victims across all eight countries. The full impact is wider, deeper and not fully quantifiable.



### 1.35 MILLION PEOPLE LOSE THEIR LIFE ON THE ROAD EVERY YEAR (WHO)

- Road traffic accidents cause a further 20 to 50 million non-fatal injuries.
- Accidents reflect global inequality, with the majority occurring in low-middle income countries

### CHILDREN UP TO 17 YEARS OF AGE ARE PARTICULARLY VULNERABLE

- 22% of child injury deaths are caused by road traffic accidents.
- Traffic accidents affecting children are the primary cause of death amongst this group globally.
- Fatalities, serious injuries and disabilities generate a higher cost versus adults due to the young age at which victims are affected.

### OPPORTUNITIES EXIST TO REDUCE ROAD TRAFFIC ACCIDENTS

- The world needs new or improved road infrastructure; education and the enforcement of penalties.
- The road safety of children must be a high priority for policy makers, communities, other road users, families and children themselves.