INTRODUCTION

The problem of road traffic accidents on a large scale has arisen for the first time since start of the present century. All other epidemics throughout history have been due to the onslaught of agencies external to man, principally the protozoa, bacteria and viruses, but road accidents are caused by man himself. An automobile accident is far too common injury as more than 18 million people have been killed, disabled or crippled in it since the manufacture of first automobile by Sir Henry Ford in 1908 alone.

Road accidents on highways are the greatest killers of young people of our country, even more than epidemics, tidal waves and malnutrition.

In our country as many as 24,085 persons died in 1,47,651 road accident in 1980. In 1981, 26,783 died in 1,56,903 accidents - an 11% increase in one year which is colossal. The country has an accident rate of 55 and a mortality rate of 35 for every 1,000 vehicles, both these figures are among the highest in the world. The USA with a far higher number of vehicles on the road, has an accidental rate of only 14 per 1,000 vehicles and a
mortality rate of just 3.3. Even Japan with a higher density of population than India and more vehicles, has a low accident and low death rate of 14 and 10 per 1,000 vehicles respectively.

The incidence of accidents and deaths is more on the national and state highways, where heavy vehicles of various description play at breakneck speed, leaving little chance of survival in case of an accident. Those who do survive have multiple severe injuries.

In countries with high death rates from road traffic accidents there are peaks of mortality in the 15-24 and 65-and-over age groups.

In countries with well marked seasons there are differences in the incidence of road traffic accidents at different times of the year. Thus in winter, fog, ice and snow lead to increased vehicular collisions and longer hours of darkness are associated with higher accident rates affecting pedestrians. In the United Kingdom, the highest adult pedestrians mortality occurs in December. The danger months for cyclists, motorcycles and driver of cars are December and January, with a peak also in August.

The post world war II era saw a gradual but distinct rise in the incidence of trauma in general due to rise of vehicular accidents. Fractures occurring in two, three
or even all four limbs are no longer unusual. Moreover, one or more of the fractures is likely to be an open one, open fracture of the tibia is a common injury often produced when a motorcar strikes a pedestrian.

The present study will be carried out to assess the type of Injury, Sites involved in relation of Age, sex of the patient.

The type of Injury seen in relation to various type of vehicle involved in the accidents will also be studied.