

GRSP Partners Meeting Strategic Planning Workshop

Event Report



September 10-13, 2018, Jaipur

Introduction

Global Road Safety Partnership (GRSP) organised the partners meet in Jaipur from September 11-13, 2018 in collaboration with CUTS International. In this partners meet, all the Indian GRSP partners looked back and critically evaluated the actions taken by all the partners as per its planned joint activities in the last partners meeting which was held in Pune from April 17-19, 2018. In the partners meet not only the past activities were evaluated but future course of action for all the GRSP partners was also discussed and decided in close consultation with all the team members of all the partner organisations. All the sessions were facilitated by representatives of the Global Health Advocacy Incubator (GHAI), GRSP and partner organisations especially the CUTS International being the host of the event. In the partners meet representatives of GHAI, GRSP, CUTS International, Jaipur; Consumer VOICE, Delhi; CAG, Chennai, PARISAR, Pune; Institute of Public Health (IPH), Bangalore, CEE, Ahmedabad and SaveLIFE, New Delhi. The proceedings of two and half day meeting proceedings are as follows.

Day 1- September 11, 2018

Welcome and Introductory Remarks

The Meet started with the warm welcome by George Cheriyan, Director, CUTS International followed by a round of Introduction of the partner organisation representatives'. On day-1 most of the discussions were around the national level activities already done and further need to be done in future to move forward. Before getting into first session of the day, Mena from GHAI facilitated the team building activity.

Session 1: The MVAB Journey till Now

George Cheriyan who was the moderator and facilitator of this session initiated the discussions in this session also highlighted the key action points emerged from the Pune workshop. Post Pune, as part of advocacy for the earliest passage of the MVAB following activities were taken up:

- Meeting with Prime Minister
- Road Safety Week(23-30 April)
- One-on-one meetings with key Opposition Party Leaders, Rajya Sabha and Select committee members.
- Writing Op-eds authored by prominent MPs/Victims etc.
- Media drumbeat: Social and Print Media.
- State level Opportunities
- Activities during the Monsoon session(July 18- August 10)

He further added that the Pune meeting was followed by the budget session which was a complete washout but the Road Safety Coalition worked on the revised strategy and decided to intensify work till Monsoon session. All the partners tried their level best to reach out the MPs, and other key concerned policy makers and executives to get their support for the earliest passage of the MVAB.

All the following partner organisation representatives also made presentations on their work done after Pune which includes their initiatives during the intermittent period i.e., from April 2018 to September 10, 2018 in the sequence after George Cheriyan.

1. Sumana Narayana, CAG
2. Shruti Sinha, SaveLIFE
3. Rinki Sharma, VOICE
4. Sandeep Gaikwad, PARISAR
5. Chandrashekar Kotagi, IPH

(Since the representatives made PowerPoint presentations, details are not included here.)

Major Discussion Points

Following were the main discussion points emerged out of the partner organisation's presentations and talks.

- Challenge of Sustaining Media Interest.
- Media as an advocacy tool. Need to strategize how we approach media. Need to focus on what the reader wants.
- Public Mobilisation/Getting the masses together as a strategy for Road Safety. Though, there is a need for such efforts but there is also need to analyse the capacity to push for such movements or mobilisation. Therefore, NEED and CAPACITY is to be considered and explored further.
- Mass movement for Road Safety or Mass Movement for MVAB?
- What we want to mobilise about and how we will do it?
- Policymakers still don't have a clear idea about what Road Safety is all about.
- Very few CSOs seriously working on road safety at both National and Regional Level.

Conclusion

End of this session was a sense of disappointment among almost all the partners about non-passage of the MVAB even after reaching up to the discussion stage due to the absence of Nitin Gadkari in the Rajya Sabha and taking up the bill effectively. GRSP appreciated the much needed and effective actions and initiatives taken by all the partners and infused a sense of hope and positivity to move forward.

Session 2: Panel Discussion: Way forward on MVAB

This session was mainly focussed on discussing on the upcoming coalition activities at the national level for advocating for earliest passage of the MVAB in Rajya Sabha. This discussion on the way forward was centered on the following five main questions as listed below and all the partner organisations had the chance to express their views on the each of the questions.

Focus Questions:

1. Which key actions should we take to continue advocating for MVAB?
2. What should be done between now and November?
3. What should be done during the upcoming session?
4. How long should we continue advocating for MVAB?
5. If no MVAB, what will be the alternatives?

The session was divided into two parts: Q1-Q3 and Q4-Q5 and following discussants represented their respective organisations: Karuna Raina from SaveLIFE, Ranjit Gadgil from PARISAR, Saroja from CAG, Ashim Sanyal from Consumer VOICE, Amar from CEE, Amit Karnik from IPH and Madhu Sudan Sharma represented CUTS International. This session was moderated and facilitated by George Cheriyan.

Karuna while initiating the discussions, talked about Savelives' Pre Winter Session, during winter session and Post winter Session planning and initiatives to be required for advocating. She said that all are standing in the middle of September month so all partner organisations shall continue to do the Political and Media Advocacy and momentum should be kept continued. There shall be continued advocacy through reactive and proactive pieces using some influencer like MP. Partners shall get into fourth gear in November and shall build up more on what we are doing. There would be a lot of opportunities for using media as all news channels will be talking about what all bills are pending giving more exposure of issue. To take up the issue in media, target of transport beat reporters is important. Additionally, Online mobilisation and boosting strategy shall be worked on.

In terms of Political advocacy, all partners should continue communication with MPs, opposition, bureaucracy to understand the situation and their pain points; Magnify the look at proceedings, follow up the proceedings every day and call out every single day till bill is presented in the parliament; call out inconsistent behaviour of Minister and attack whenever there is a need. As for the timeline of advocacy for MVAB, she suggested efforts should continue till the term of this government or till budget session. As an alternative to MVAB, State policies shall be focussed and should be made implementable. We should make sure that state-specific rules for legislation are strong enough. Notifications as a way can also be looked at.

Ashim said that two opportunities are there: Winter session and budget session. He explained that the position of all the opposition parties are clear and all know what these opposition parties say, which seems to be both negative and positive point. Any opposition we meet now will ask where this will go from now. He also talked about the Media and said that media is already sensitised by now, so now it is very difficult to keep the interest engaged. Article or story we do now should be incident based rather than general one. Further he mentioned the following.

Minister is not sensitised. It is more important to concentrate more on Minister and try to sensitise him to take the lead to push for the bill. He is the King to make it or break it. Media stories will be taken up in the month of November only now, so we have to be prepared from now onwards only. Media before publishing anything will ask questions about opposition point of view and how we plan to build up on it. Critical thing while talking about sensitisation at this point of time comes with more difficulty as we have to address pros and cons coming from both promoters and opposers of bill. If we want to address the points of opposition now, then Minister is the only person we should work to approach. This might take long time, so we should do it as separate groups and not as coalition to make multiple meetings. We should concentrate on BJP as they have the numbers and needs to be emphasized on. How we should do it, needs more deliberation by the group. Group should come out with the idea to sensitise parliamentarians to raise questions in the session during zero hours to raise the noise inside the house. In last he

mentioned that GRSP partners should not give up hope on MVAB till next two sessions and keep advocating for it. If no MVAB till March, find alternatives in state level operations even if our central level efforts will come down.

Madhu Sudan said that GRSP partners need to continue with some on-going activities like meeting parliamentarians, engage with media, meet stakeholders etc. Recently there was some report released by transport minister which targets states to push for better public transport. Such initiatives shall be praised and CSOs have the opportunities to work with government on issues by way of research reports, papers and studies on multiple matters which can help in pushing for this bill in coming session. He suggested to keep reaching out to parliamentarians, Rajya Sabha members, select committee members etc. and proposed to add new activities like engaging with communities and victims to make a strong base and reach out to political parties and ask them to include Road Safety and MVAB in their manifesto so that they have a written commitment from citizens and when any of the political party comes in power is bound to pass the MVAB at the earliest.

Amit mentioned that time has come for attacking the Transport Minister at this point for not doing enough in the Rajya Sabha for passage of the MVAB. He suggested to ask victims to write op-ed and be the part of social media campaigns. Once in a month or once a week campaign can be started as plan. Ask MPs to raise questions in Parliament. If not MVAB, then state level rules need to be pushed so that whenever MVAB comes in, it becomes easier for implementation.

Saroja suggested for changing the advocacy strategy a bit and looking at state concerns and to find ways we can lobby with Minister or department to conceive them to accommodate few genuine points. This can push the bill forward and reduce the opposition too. For example, the definition of Public authority is raised as concern by some, which seems like a genuine one, and shall be addressed. We can sit together and look at some of these issues and genuine ones can be put forward for change. She suggested to GRSP partners to continue advocating for MVAB. If no MVAB, we already have MVA and we should focus on state level policies.

Ranjit said that unless it is clear what happened in the last session and reason of non-passage of bill, it might be difficult to move forward. Do government want to appease the opposition or ignore them or go for amendment, is not very clear till now. Minister is a senior politician and knows about the things, so do not know if he needs sensitisation and moral support from us. Broadly, all the issues we are supporting have not faced much resistance. Victims are not very supportive of MVAB and have their take on usefulness of it. Essentially, we should definitely consider targeting minister in a bit more focussed manner. Minister lost a big opportunity this time and if minister was disinterested when he had the opportunity, next session will be very difficult for future of this bill. We need to take a strong position and point out that this is the failure on part of minister and he should resign on the issue.

It would be useful to breakdown MVAB and separate the provisions which are useful to us. State by state analysis of how many state exemptions are there in comparison to MVA to fill in the gaps can also be taken up.

Amar said that there is need to push minister to take this bill seriously. Some of the areas we need to put our efforts include: Before Next session, we should talk to politicians to offer help and get their inputs to push for the bill; mini stories in media and other efforts; state agencies like RTOs, police should be used to put up issues and support the bill along with prominent people; and Consensus with people who are opposing the bill can be taken up.

This session was very interactive and lots of queries, comments and remarks were also made by the participants. Taifur suggested and said that is it possible to work with some of the BJP member and work to lobby the internal decision making? He also raised the query that do we still want to continue with effort of meeting the PM? Or whether strengthening of CMVR is a good alternative as well? Considering Comprehensive National road safety law as a possibility after elections? What is more effective: Policy or Law?

It was also raised from participants that there is a need to change the strategy. Our focus should be to work with the government and not to convince the opposition. Can we think of engaging with committee which does floor management in the Parliament? During the discussions the need of deciding about the type and nature of advocacy messaging and type of platforms to be used for these messaging, Whether the messaging has to be negative or positive publicity were also talked about.

Nalin said that this bill is almost 40% new and is very comprehensive work. He also suggested doing some SWOT analysis before attacking the minister. He also discussed about some additional opportunities at the state and national level, some intervention on amending in the Indian Penal Code itself related to five risk areas and provisioned imprisonment for traffic related offenses. He also stressed on having possibility of a strong Road Safety Policy in India.

Conclusion

The various options to move forward were discussed in this session. It was also mostly discussed that GRSP partners need to keep continue some of the on-going advocacy activities but at the same time there is need of changing the main strategies as well. It was also decided that GRSP partners need to continue its activities and undivided focus on earliest passage of the bill in the winter and monsoon session, since there are strong chances this bill may be passed by that time. It was concluded that at this juncture there is no need of intervening in to the road safety related provisions in the IPC since it is a new area of work. The alternative strategies in case if there is no MVAB were also broadly discussed.

Session 3: Developing Strategies

The objective of this session was to agree upon the key strategies and activities to move forward in advocacy to demand the earliest passage of the MVAB so that all the partners are on the same page and combined and coordinated efforts can be put in to bring the desired change. This session was facilitated by Taifur Rehman.

After discussing on the advocacy efforts by all the partners in their respective states and hearing the views of all on the future of advocacy efforts, the coalition brainstormed to come out with strategies for next phase of the project. The major points of deliberations revolved around the following points:

- Target transport minister or not? Not use of word 'attack' but go for a soft approach or 'persuasion'.
- If there is New Minister after the election, how will the advocacy efforts be taken forward considering this scenario?
- The present government does not provide much space for dissent and this project is supported by foreign funding. This shall be kept in mind to play soft and safe.
- Is it possible to reach transport minister (Mr. *Nitin Gadkari*) via RSS route?
- Organisation can take their separate stands.
- Efforts to reach to PM shall continue.
- Follow PUSH and PULL strategy.
- Work with victims' families and bring them to the front. It is a challenge as they are not available in an organised form.
- Can we think of someone who can advocate our stand, like some celebrity or known personality?
- Partner with disability groups and work with them.
- Use of social media and covert operations.
- Utilise Victim Remembrance Day in November.
- Online and offline petitions to be presented in coming session.
- Victim testimony and Videos.
- New message to be thought of like: "Nitin Gadkari, Pass the Bill".
- Getting victims on electronic media.
- Use of regional language.
- Buying space in Print Media and one-page advertisement.
- Candle light march for Victim Remembrance Day.

Post deliberations, it was decided to form a group with representatives of all organisations to plan for the Campaign. Following are the people who will be part of this group: Rinki, Shruti, Jeetali, Amit, and Amar.

Conclusion

It was agreed upon that partners need to engage with road safety victims, organising some joint activities around World Day of Remembrance (WDR), continue following up Transport Minister and PM's office in a much organised with moderate approach rather than using attacking messages against him and finally engaging in a much effective way with mainstream and social media with more specific asks and messaging.

Session 4: From MVAB to CMVR

It is considered that CMVR is also one of the powerful tools to bring in new road safety provisions which are applicable across India. Earlier to this year five position papers based on five risk areas were prepared jointly by all the partner organisation representatives. These position papers were on the topics of Helmets, Licensing,

Penalties, Seat belts and CRS and Road Safety Board which are provisions in the new MVAB 2017. This session was facilitated by Ranjit. Groups were formed as per the given table below.

Topic	Group
Penalties	Aakansha, Ashim
Seat Belts & CRS	Jeetali, Rinki, Shruti, Kinjal, George, Sandeep
Helmets	Amarjeet, Madhusudan, Chandrashekhar
Licensing	Sumana, Amar, Karuna
Road Safety Board	Saroja, Hemant,

All the group members discussed the position papers and come out with scope of change in the given position paper and it was decided that these position papers are to be updated by end of September 2018. It was also decided that Ranjit will be providing coordination and required support to all the groups in the process of finalising the same.

Day 1 ended with Dinner at *Chowki Dhani*.

Day 2- September 12, 2018

Day 2 mainly focused on the state specific strategies, initiatives and activities in the coming year. The proceedings were divided into three sessions with all the focus on State Level Advocacy Strategies. In this session all the partner organisations gave detailed presentations on their proposed plan of action based on the targeted states by their respective organisations. For partner organisations like Parisar, CAG, CEE and IPH, their advocacy strategies and activities would be restricted up to one state while CUTS, Consumer Voice and Savelife would be targeting more than one states so their activities would be spread among two to three targeted states. This session was facilitated by Ashim Sanyal.

Session 1: State Mapping Presentations

CUTS International has done a Mapping of the legislative and institutional framework of road safety in four states and two Union Territories and developed a template which was shared with all the GRSP partners. Based on the given template, all the GRSP partners tried to map their state-level activities to carry out during the coming project phase. This template includes the new Act or rulemaking process and mapping the process of revising the existing rules and regulations of the state related to the road safety. This template also includes the components related to Institutional structure related to road safety, policies, plans, committees, subcommittees or road safety cells or the nodal agency for road safety in the state, departments and corporations or the councils which are dealing with the road safety at state level as well the funds, functions, and functionaries which are directly responsible for road safety at the state level shall be part of the mapping. All the GRSP partners did some initial exercise of mapping and shared the state scenario in the meeting.

Following were the key Discussion Points during the session.

- Bringing the new law in the purview of State Law.
- Road Safety Fund (RSF): How much is being spent and what it is being spent on?
- Special Demand Fund Rule to release RSF.
- Road Safety Authority.
- Need of Power Mapping in States. Formation of the group to guide in this type of mapping in targeted states.

The presentations were given by the following representatives of the partner organisations: Jeetali from CUTS International, Sandeep from PARISAR, Sumana from CAG, Shruti from SaveLIFE, Chandrashekhar from IPH, Rinki from Consumer VOICE and Kinjal from CEE.

(Details about the individual presentations are not included here)

Conclusions

All the partner organisations mapped the overall road safety related institutional and legislative framework of their targeted states which surely needs further research and clarity to move forward. All expressed that there is need of engaging with state-level policymakers and to do an assessment of gaps in the existing state rules, regulations and more importantly in the state road safety policy as well so that there can be advocacy to fill these gaps and road safety can be ensured. It was also decided to track the implementation of the Supreme Court Guidelines more specifically related to the five risk factors so that gaps are identified and addressed with targeted advocacy at various levels. It was also decided to analyse the provisions at state level regarding the penalty provisions related to five risk factors which are helmet, seat belt, drink and drive, excessive speed and child restraint system and finding some scope to revise the rules and regulations to make stricter norms for the same to ensure road safety at the state level.

Session 2: Strategies for States

The strategies for states were chalked out by individual organisations after group discussion and group work. The group work was based on the experiences of the organisations so far in terms of advocacy starting from beginning to monsoon session, reaching out to the MPs, various events in the Lok Sabha and Rajya Sabha, and milestones in the way of advocacy so far etc. Various partner organisations individually tried to depict their experiences and State strategies in pictorial/diagrammatical form and briefly shared their plan of action with other partner organisations too. This particular session was moderated and facilitated by Taifur Rehman.

The final outcome of this group work was displayed by all the groups for sharing the points with the other partner organisations. There were some common strategies and experiences emerged out from group work which are as follows:

1. Work to implement Penalties
2. Review of State Rules
3. Review of National Road Safety Policy- Revise and strengthen it; work both on policy and Action Plan.
Delhi Road Safety Policy can be taken up as a model.

4. Advocacy for Road Safety Authority
5. Advocacy for implementation of Supreme Court Guidelines. Also, these 28 points can be taken as the base of our work in future.

As asked by some participants and need felt by all, an Advocacy Group/ Working Group at State Level was constituted with members representing all the GRSP partner organisations. The names are as Amarjeet Singh, Sandeep, Aakansha, Kinjal, Chandrashekhar, Sumana, Jeetali, Saroja and Karuna. Amarjeet Singh being legal expert, will be coordinating the activities of this group which will come out with its proposed strategies and list of activities to be implemented at the state level within one month which falls in Mid of October, 2018.

Conclusion

This group activity was very interesting in terms of planning state-level activities and sharing and learning the same with other partner organisations. Formation of working on the subject was also a good decision which will be suggesting the key strategies to be adopted at the state level. There is need to provide all required inputs to the working group by all the team members of all the organisations so that a good action agenda is emerged out of this joint working group in the given timeline.

Session 3: Discussion of Media Monitoring

This session of media monitoring was facilitated by the CEE team members: Padma, Amar and Kinjal. This session was to sensitise the GRSP partner organisations to about the importance of media monitoring and effective use of media to produce the desired outcome in an effective manner.

This team presented the Media Monitoring Plan (MMP) for GRSP Partners. MMP involves tracking media coverage about the issue of Road Safety in general and advocacy activities in particular. The plan is designed to strategically respond to coverage of the issue and comments by key stakeholders to increase the visibility of the issue. The aim is to strengthen the media advocacy campaign keeping all partners informed about the developments and help in the planning, execution and strategizing of response activities. It includes all types of media- Print, Electronic and Social Media. There was a group work also on a given media reported case and story to find out the nature of it wither positive, negative neutral; usage of research data and expert opinion in the report and type of strategy to be adopted in the given case of producing the desired outcome.

It was also discussed that there is a media group active already with the key members of the following. Jeetali & Madhu Sudan from CUTS, Rinki Sharma from VOICE, Amit Karnik from IPH, Ranjit Gadgil from PARISAR, Sumana from CAG, Mena, Taifur, and Nalin. So this group shall work in tandem with CEE team for effective media monitoring and activities.

Conclusion

Groups found this activity very interesting and shared the answers of the key questions given for the group work. Overall the session was very informative and fruitful. All partners to give inputs for: Keywords (English and Regional Language) to be included in the already existing list to track coverage on the issue and Name of Local Newspapers (print and electronic) in the respective states which are to be tracked. CEE team will share an excel sheet to mention their requirements from the partner organisations for developing a media monitoring plan and other things as soon as possible which need to be filled in by all the partner organisations within the given timeline.

Day 2 ended with dinner at Barbeque Nation.

Day 3- September 13, 2018

Session 1: Way forward on States

In this session, the way forward in terms of state-level initiatives and strategies were discussed and finalised with the inputs from all the team members of all the partner organisations. This session was facilitated by George Cheriyan from CUTS International. Also, the role of the working group formed to look into the state level strategies and activities to be undertaken was discussed in greater detail which is as follows.

Role of Working Group:

- Focus on 5 common points that emerged in Day 2 and work on prioritisation of work for their state.
- Each organisation will work on for the revision of their work plan individually and this group will provide strategic inputs.
- Provide coordination with all the partners so that all can learn from each other.
- Think of organising a National Consultation in Delhi which can be hosted by WHO/SaveLIFE/VOICE at a time when all are prepared.

Conclusion

Most of the partner organisations were of the opinion that along with the working group all the partner organisations shall also work to find out the ground realities of their targeted states and inputs shall be given to the working group so that it can be supplemented to their final report. It was also decided that the state plans of various organisations shall be based on the inputs from the working group, therefore, the group shall share its inputs or report in the given timeline only.

Session 2: Coalition Building: Way Forward

GRSP India partners have formed an informal 'Road Safety Network' under which several joint activities of the GRSP have been organised in the past. It was felt the need to discuss the ways and means to strengthen this network of the coalition to produce more coordinated efforts and desired outcomes by all the GRSP partner organisations. This session was facilitated by Nalin Sinha and attended by all the participants. The key discussion points during the session were as follows.

- Role of Coalition till now to strengthen the advocacy efforts and how partners have benefitted from it.
- Should it be Formal Body or keep on going as an Informal group: PROS and CONS
- Suggestion on Name of the Coalition.
- No National Road Safety Coalition at present: Is it an opportunity for us?
- Many achievements till now as an informal body. Also, there are many dangers to converting to a more formal structure.
- Even if it continues as an informal body, can we have a common website to give it more credibility?
- Common presence in Social Media-How can we think of more ideas?
- Keep it informal, think about name, increase media presence or digital presence and come out with Common minimum programme for all without binding any organisation.

Conclusion

Finally, it was decided that the coalition shall remain as an informal network rather than a membership-based formal registered group. Because the current objective of the coalition is the earliest passage of the MVAB which is a short-term goal so it has to be informal only by its nature. It was also decided that every partner organisation members shall do the group activities like deciding the date or timings of any group activity with a joint decision and consensus so that ownership of that activity is more.

Session 3: Summing Up, Vote of Thanks and Way Forward

At the end of the day, Taifur Rehman and George Cheriyan looked back on the deliberations and decisions of the last two and half days and summarised the key points as follows:

- Continue with present work, update work plans and remove what is irrelevant according to the present situation.
- Campaign involving victims between now and winter session, particularly around WDR: Media Group to take this forward.
- Revision of Position papers till the end of September, 2018.
- Mapping by the individual organisation for their target states. Working group to coordinate and facilitate the flow of information between all partners.
- Substantial discussion on Coalition and State Level Discussions.
- Coalition to remain informal but needs to be strengthened with increased online presence. Mena to give ideas in consultation with Social Media Experts.
- Disciplined follow-up will be done by GRSP and GHAI on work plans of partners.
- Workshop every few months on a rotation basis. GRSP to accommodate budget of the workshop in the individual budget of hosting organisation.
- Next workshop can be thought of right after winter Session.

George also conveyed a heartfelt thanks to GRSP, GHAI and all the partner organisations for actively participating in the meeting which resulted into a successful meeting. Sumana from CAG thanked CUTS on behalf of partner organisations and Nalin Sinha from GHAI also thanked CUTS for organising a successful partners meeting.

List of Participants

S.No.	Name	Organisation	Contact Details
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Glimpses



