

# **ROAD SAFETY AWARENESS PROGRAMME 2009**

**SUPPORTED BY  
MINISTRY OF SHIPPING, ROAD TRANSPORT & HIGHWAYS  
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(ROAD SAFETY CELL)**

## **FINAL REPORT**

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# **ROAD SAFETY AWARENESS PROGRAMME**

## **FINAL REPORT**

### **1. Introduction**

Right to life and safety is a fundamental right of every citizen. This is guaranteed under the Constitution of every country in the world including India. Anything, which is hazardous to human, violates the right to life, and road safety is as much on the agenda as any other area of government and people's involvements, which may be related to road accident.

Road safety is not ensured accidentally; it requires a joint effort by the Government as well as the Voluntary Organisations, Educational Institutions and the Pedestrians. Too often, road safety is treated as a transportation issue, not a public health issue and road traffic injuries are called 'accidents', though most of them could be prevented. Thus, many countries put far less effort into understanding and preventing road traffic injuries than going into understanding and preventing causes that do less harm.

Consumer Unity & Trust Society (CUTS) has practical experience and active participation on issues related to road safety. In 1990 study on the road safety became the basis for National Road Safety Policy Adopted by Government of India in 1993. CUTS was nominated to National Road Safety Council twice and to its first high-level Ministerial Committee. Released a paper 'Right to Life and Safety on Roads'-1990. A petition in the Rajasthan Human Rights Commission was filed on banning the jeeps, which is still under consideration of commission. Since 2001, implementing road safety programmes in Jaipur with the support of Ministry of Road Transport and Highways. Thus, to generate awareness through advocacy and networking in Jaipur, it approached Ministry of Road Transport and Highways (MoRTH) against the published Expression of Interest. Academic Institution, Administration, State Road Transport Department, Traffic Police, Voluntary Organisation, Media and public representatives participated in the Road Safety Programme.

### **2. Approved Activities**

- Five Camps for checking eyesight of roadways bus drivers
- Five Camps for checking Driver's Glare recovery and reaction time
- Five Camps for training roadways bus drivers on road safety issues
- Two Awareness workshops for Doctors and Traffic Police on Section 134 of Motor Vehicle Act 1988.

### 3. Strategy

CUTS, with support from volunteers, institutions and departments succeeded in implementing the whole programme. As per the provided programme from the Ministry under Road Safety Programme, Driver's Check-up, Training and Workshop were the themes for project activities.

In order to ensure wider impact and timely completion of project activities, two volunteers on daily wages and two vehicles for collecting the resource persons, along with transportation of equipment for eye check-up and glare recovery and reaction time, were hired. Photographers and printer for printing of resource materials, along with painter were outsourced for the purpose. Apart from distribution of resourceful pamphlets, booklets and brochures on various road safety aspects at various camps, interactive questionnaires were also developed for drivers. Following road safety issues were highlighted:

- Need for wearing helmets for both – riders and pillion riders;
- Avoid using mobile phones while driving;
- Not jumping Zebra Crossing at traffic signals or stopping vehicles on it;
- Avoiding signal jumping;
- Overloading of school auto rickshaws or avoiding sitting in an overloaded auto rickshaw;
- Not mixing drinking and driving;
- Wearing seat belts;
- Precautions while driving at night; and
- Not to play on road

Keeping in mind to benefit large number of participants, selection of places were marked where large number of people including common road users, media, government officials, students and others could easily get involved, therefore revised programme schedule was chalk-out, which is available as **Annexure 1**. Permission from Rajasthan State Road Transport Corporation (RSRTC) was granted for conducting the camps, as they have the largest fleet of vehicles for commercial purpose. Large number of drivers as well as other staff of RSRTC benefited from the camps throughout city.

#### 4. Eyesight Checking Camps

Checking eyesight of roadways bus/city drivers was conducted at five important roadways bus depot of RSRTC (see Table 1).

**Table 1: Details of Eyesight Checking Camps**

<b>Date &amp; Time</b>	<b>Venue</b>
January 08, 2009 10:00 a.m.	Jaipur Central Bus Stand (Sindhi Camp)
January 09, 2009 10:00 a.m.	Vaishali Nagar & Jaipur Roadways Depot
January15, 2009 10:00 a.m.	Vidhyadhar Nagar Roadways Depot
January16, 2009 10:00 a.m.	Sanganer Roadways Depot
January17, 2009 10:00 a.m.	Jhalana Dungari Bus Stand and Roadways Depot

Eyesight is the most important source of visibility while driving, since many driving related injuries have been associated to visual problems. Visual assessment for driving is thus a major corrective health issue. Vision power such as contrast sensitivity may be reduced due to optical factors, as in cataract patients. Contrast problems may also result from retinal problems (AMD, glaucoma, etc.) that are also common among the elderly drivers. If contrast sensitivity loss is caused by optical problems (defocus, scatter), both visual acuity and contrast sensitivity will be affected.

Thus an eye check-up camp is very important for every roadways driver. A roadways driver is responsible for carrying 40 to 60 passengers at a time and his vision should be perfect to match with the prescribed standards. Due to carelessness or lack of time, drivers are unable to know the present status of their eyesight, which ultimately lead to accidents. Such accidents are not only loss of property/assets but also valuable lives.

Dr Sunil Gupta, MS (oph) FAGE, Consultant Ophthalmologist, Ram Avtar Eye Hospital & Glaucoma Pavilion, Jaipur was hired to conduct eye check-up camps at the above-mentioned five locations in Jaipur. Dr Gupta, along with his team, brought the equipment to perform the eye check ups. In consultation with the doctor, format for recording of individual check-up was developed. (See Annexure 2). For eye check up of drivers, prior approval was taken from the concerned depots of RSRTC. Separate space, along with table-chair and electricity point, was made available for the said purpose.

During the camp hours, drivers and conductors along with other technical and non-technical staff actively participated in the programme. Queries, questions and doubts raised by them were immediately solved, and they were provided with appropriate guidance. Out of 511, 296 drivers turned up for the eye check-up camps. Drivers participated in the camps were between 25 to 60 age group. Most drivers belonging to RSRTC fall into 40 age group with short-sightedness as common vision problem. Objective of the camps was to sensitise the drivers along with their higher authorities on issue of perfect vision and also making them aware of their present eyesight status. In brief information obtained from the camps of the five-bus stand/depot are attached with the report as Annexure No.3. Detailed information is attached as Annexure No.4.

Following were highlights of the camps:

- Response was good and drivers keeps approaching CUTS for next camps.
- Programme was well organised with due support from RSRTC.
- Along with other staff of RSRTC, local auto drivers and city bus drivers were equally benefited.

Following are the suggestions for future camps:

- In order to cover maximum number of drivers, each camp should be of three days duration.
- On spot distribution of free glasses can help in securing better results.
- Such camps need to be organised regularly.
- Allocation of funds for the camps may be increased so that the latest eye check-up equipment could be utilised for the purpose.

## **5. Camps for Checking Driver's Glare Recovery & Reaction Time**

A remarkable feature of vehicle driving is that almost everyone can do it. Not only can most people learn to drive, but also they acquire, in a matter of weeks, the necessary skills to start, stop, and propel a vehicle down the road. This is achieved without intensive study or extended practice. However, professional driving requires what is called 'driver performance'. The term 'driver performance' refers to his knowledge, skill, and perceptual and cognitive abilities, which are distinct features for safe driving. Driving task is a closed-loop compensatory feedback control process, meaning that the driver makes control inputs (to the steering wheel, brakes, and accelerator pedal), receives feedback by monitoring the consequences of the inputs, and in response to these consequences, makes additional inputs.

Estimation of reaction time value for drivers responding to road situations is fundamental for the design requirements involving sight distance. Across a range of studies of reaction time related to driving situations, the values have ranged from fractions of a second to as high as about 6 seconds. Driver education manuals generally suggest that the average driver reaction time is approximately 1 second with values ranging from about 0.5 to 2 seconds. Reaction times have frequently been used to evaluate road sign presentations in the laboratory. Such laboratory measures have been found to correlate significantly with on-the-road measures of legibility distance of signs.<sup>1</sup>

Following three themes illustrate are of central importance:

- a) Small reductions in reaction and glare recovery time can produce large reductions in the probability and severity of accidents.
- b) The probability of accident increases with speed.
- c) Given that an accident, fatality risk increases steeply with speed.

Five camps were organised for testing reaction and glare recovery times of drivers and conductors at various locations in Jaipur covering five RSRTC bus depots. Informative material was also distributed to the participating drivers. This activity helped in

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<sup>1</sup> Dewar, Ells and Mundy, 1976

encouraging drivers to realise their skills and time taken to respond to sudden requirement of applying brakes. This will generate awareness and self-alertness among drivers. It was purely a new and innovative activity, which calculates the response of driver to react encountering the high beam of approaching vehicle and promptness towards applying brakes while driving, it was also calculated, what exact distance in between the vehicles should be kept in mind while over taking.

Malviya Regional Engineering College (MNIT), Jaipur is the only technical institution having the equipment along with expertise to conduct Glare Recovery & Reaction Time. CUTS, with this institute, organised camps at various depots of RSRTC. Dr B L Swami, head of Civil Wing of MNIT carried out the check-up within speculated time. Dr Swami decided to impart four activities for the check-up so that it may consume lesser time and produce the desired results. The activities under Dr Swami's supervision were Glare Recovery, Angle Vision, Depth Judgement and Reaction Time. The appropriate format for individual information recording and the abstract of the information is as [Annexure 5](#).

Logistic arrangement travel and refreshment were made available by CUTS for the activities including transportation of equipments provided by the department. Dr Swami along with his technical staff conducted the activities (*See Table 2*) with professional diligence.

**Table 2: Glare Recovery & Reaction Time**

<i>Date</i>	<i>Venue</i>
January 08, 2009 10:00 a.m.	Jaipur Central Bus Stand (Sindhi Camp)
January 09, 2009 10:00 a.m.	Vaishali Nagar & Jaipur Roadways Depot
January15, 2009 10:00 a.m.	Vidhyadhar Nagar Roadways Depot
January16, 2009 10:00 a.m.	Sanganer Roadways Depot
January17, 2009 10:00 a.m.	Jhalana Dungari Bus Stand and Roadways Depot

RSRTC drivers were main participants of the activity. Being the first of this kind of check-up, curiosity along with frustration was visible among the drivers but emerged out as the most interesting and entertaining activities. In brief outcome of the checkups as emerged was promising and satisfying see details in [Annexure 6](#) and along with list of



total number of people benefited their results are incorporate from the camps is **Annexed as 07**.

Following were the highlights of the exercise:

- Response was good and drivers kept approaching CUTS for the next camp.
- Support from RSRTC makes the programme well organised.
- Along with other staff of RSRTC, local auto drivers and city bus drivers were equally benefited, though they were not targeted in the camp as beneficiary.

Some of the suggestions for future action are given below:

- Such camps should be organised at other bus as well as truck depots.
- Expenses for the camps may be increased to accommodate more technical components.

## **6. Camps for Training Roadways Bus Drivers on Road Safety Issues**

It has often been noticed that the bus drivers of Road Transport Department and those of local city buses drive often indulge in rash driving, which leads to fatal accidents. These drivers especially on the highways tend to mix drink with driving, which is a highly risky affair, and due to which hundreds of lives are at stake. To educate and sensitise the drivers, a series of campaigns were conducted at RSRTC bus depots. During the driver training camps, literatures on road safety rules were distributed among the bus drivers.

In addition, a small seminar/get-together was organised where RSRTC authorities were invited to speak and address the target audience. A documentary film was also shown which imparted the message of road safety to the target audience. Posters, booklets and other messages were displayed at the venues and messages of road safety were disseminated through them. Approval for conducting roadways' bus drivers training programme on road safety issues was approved from RSRTC. Also, RSRTC officials further passed on the same communication to their depot/stand manager with tentative dates. Resource persons were hired from *Lakshya Human Development Sansthan*, associated with RTO, Jaipur and provided driving training to the new beginners. Persons with adequate experience on the topic were hired for providing training to "Roadways Bus Drivers on Road Safety".

Resource materials, such as pamphlets – both in Hindi & English – brochures and booklets were printed for distribution (**Annexure 8**). Apart from the distribution of study materials a small video documentary was also shown to the participating drivers. Presentation of the documentary film provided an effective and instant mode of message dissemination (**Annexure 9**). An informal session of interaction was conducted where general questions from both sides were raised, and most of which were related to fine and penalties imposed by the traffic police. Then the importance of signs and signals installed near roadside, signs delivered by traffic police and the electrical lights were explained.

Based on the information procured during the informal session, details of recent accidents occurred in different parts of the state due to negligence on the part of drivers were discussed. In-depth analysis were done through participation of drivers, which includes the importance for side lights, not using mobile phones while driving, not jumping Zebra Crossings at traffic signals or stopping vehicles on Zebra Crossings, signal jumping or avoiding signal jumping and balanced speed while drive. Information through mathematical calculation was also given directly linking how the high speed kills, the difference in between the accident and applying the break in context with speed. Safe and attentive driving not only reduces the accident but also is also effective in oil conservation and decreased level of air and noise pollution. Refreshments were provided to the participants in the end of the programme. Table 3 provides the details of camp for training roadways bus drivers on road safety issues.

**Table 3: Details of Camp Training Roadways Bus Drivers**

<b>Date</b>	<b>Venue of Training</b>	<b>Time</b>
January 19, 2009	Jaipur Central Bus Stand	12:30-03:00 p.m.
January 20, 2009	Vaishali Nagar & Jaipur Roadways Depot	12:30-03:00 p.m.
January 21, 2009	Vidhyadhar Nagar Roadways Depot	12:30-03:00 p.m.
January 22, 2009	Sanganer Roadways Depot	12:30-03:00 p.m.
January 23, 2009	Jhalana Dungari Bus Stand and Roadways Depot	12:30-03:00 p.m.

Following were the highlights of the training programme:

- A Good number of participants attended the activity.
- Well-organised arrangements were made by RSRTC officials.
- Raised level of interaction with drivers, provoking them to raise their doubts and queries.
- Positive attitude of drivers towards the activity.

Following suggestions were given for future:

- More such programmes in different forms need to be organised, so that awareness could be raised.
- Momentum of participants was irregular during the programme, which consumed a lot of time in the process.

## **7. First Awareness Workshop on Section 134 Motor Vehicle Act, 1988**

The first awareness workshop on Section 134 of the Motor Vehicle Act, 1988 was organised at Pink City Press Club, Jaipur on January 7, 2009. The objective of the workshop was to coincide the Road Safety Week 2009 organised by the government departments. Resource Persons include Dr Maya Tandon, Chairperson & Managing Trustee; Dr M N Tandon Memorial Charitable Trust, Jaipur; Dr S R Kochar, Chief Medical Jurist, SMS Hospital, Jaipur; Devendra Mohan Mathur, Advocate, Jaipur; Perna Arora, People's Trust, Jaipur; Brig. V K Narayanan, Emergency Management Resource Institute (EMRI), Secundrabad, Andhara Pradesh; Narendra Arora, Ekjut Sansthan, Jaipur; and Suresh Kaul, District Transport Officer (DTO), Jaipur.

### **7.1 Participants**

In all, 48 people representing from Educational Institute, Medical Fraternity, CSO, Transport Union and media participated in the workshop, see the registration form as [Annexure 10](#).

### **7.2 Agenda**

The workshop was divided in three different segments, which included presentation by the organisation working on issues related to road accidents. A panel was formed of

Advocate, Medical Practitioners/Hospitals, Civil Society Organisations (CSOs) and Police ([Annexure 11](#)).

### **7.3 Objective & Background**

It would perhaps be impossible to save any life in an air crash, but a large number of the road accident victims can be saved, if only receive succour immediately. Many of them do not die due to fear of police and harassment or legalities. A judgement by the Supreme Court in the case of Advocate Parmanand Katara by way of public interest litigation in a writ petition in the year 1985 said that Article 21 of the Constitution of India guarantees the Right to Life to every citizen, but in the matter of road accident victims nearly 60 percent die while awaiting treatment, even after having been brought to the hospital. These deaths take place, as the doctors would not attend the victims until a police case is registered, as these are medico legal cases.

The Supreme Court in its Division Bench Judgement delivered by Justice J Ranganath Misra and G L Ojha on August 28, 1989 ruled that every medical doctor is bound to save the life of an accident victim. “It is his supreme responsibility even if the victim is that of a criminal assault”, said the order. Following a Supreme Court order in 1989, the Motor Vehicles Act was amended in 1994, (New Section 134) to make it mandatory on both the driver/owner of the vehicle to take the accident victim to the nearest doctor, but also casts a duty on the doctor to treat the victim without waiting for any formalities.

Looking at the importance of the issue, it has become mandatory for all of us to create awareness among the concerned stakeholders like traffic police department, transport department, medical fraternity, civil society groups, corporate and citizens on this. Taking the campaign forward, Thus the workshop was organised with the support of Ministry of Road Transport and Highways, Government of India. CUTS, in the past few years, has been bringing this issue into the light by being in touch with the film producers and directors for uplifting the issues related to road safety through tele-films and serials.

This issue was brought forward in several other programmes on road safety like World Health Day etc. and also through our publication but this is for the first time that an exclusive programme was being organised for awareness on Section 134 of Motor Vehicle Act. Thus, efforts to combat road deaths need joint action of Government Departments, Voluntary Organisation, Educational Institution and the Common road user. Every six seconds someone is killed or maimed on the world's roads. Many of those killed or injured are breadwinners for their families. Too often, road safety is treated as transportation and not a public health issue, and road traffic injuries are called "accidents," though most of them could be prevented.

The Technical Session was presented by the experts in their respected fields and relates to road accidents. The panel highlighted the key issues, which were Role of Legal Practitioner, Medical Practitioners/Hospitals, CSOs. Speakers for the topics were Dr S R Kochar, Chief Medical Jurist, SMS Hospital; Devendra Mohan Mathur, Advocate Rajasthan High Court; Perna Arora, People's Trust; Suresh Kaul, District Transport Officer, Jaipur; Maya Tandon, Chairperson & Managing Trustee; and Dr M N Tandon Memorial Charitable Trust.

### **7.5 Proceedings**

George Cheriyan, Director, CUTS welcomed the participants and provided a brief introduction of CUTS' initiative on road safety. He threw light on the present as well as future scenario of road accident, which is emerging as a global challenge. Cheriyan told that several national and international organisations, including World Health Organisation (WHO) and United Nations (UN) have included road accident as one of their priority areas. Azeemur Rehman, Project Coordinator, made a brief presentation of CUTS Road Safety programme. The presentation included the past experiences, lesson learnt, present work in context with Road Safety and the future as well as broader prospects, which was appreciated by the participants.

A small documentary video film '*Anmol Jeevan*' was shown, akin to the topic of workshop. Interviewing the victim's family, the place of accident, response of accident

site's people and the laps, which leads to death, was shown by this 15-minute documentary. Content of the film was to render help to people of road accident. The film was effective enough to motivate the people. By the end of the documentary Narender Arora appealed to the participants to help the accident victims and their timely help will save precious lives of many victims.

Brig. V.K. Narayanan, EMRI also made a detailed presentation along with a small documentary of services given by EMRI, i.e. 108. Through his presentation Narayanan discussed the genesis as well as the present status of 108 services and how they have effectively saved lives of millions of people. The presentation clarified the internal function of EMRI, their well-equipped sophisticated ambulances, state of the art communication means and trained volunteers, which made them reach the accidental spot within 05 minutes of time.

Brig. Narayanan narrated the importance of people's awareness toward the rescue of accident victims, which shall lead to safe utilisation of road. He mentioned that mobile van facilities available at every hospital in cities and towns should be made available within the year in Rajasthan. This arrangement should work in close coordination with the traffic and hospital authority also, so that an immediate succour could be given to the victim. In fact, every police station should also be provided a mobile van equipped with immediate treatment facilities, so that the time consumed in taking the victim to the hospital could well be utilised. Hospitals located in the town and cities also need to be made aware on this facility.

As a moderator in the Technical Session, Deepak Saxena of CUTS narrated the process of technical session and requested the panel members to elaborate their vast experiences so that audience may get benefited from it. On the theme, 'Role of Medical Practitioners', Dr S.R.Kochar, Chief Medical Jurist, SMS Hospital highlighted that every doctor prior to becoming a doctor takes the oath that he or she will always be sensitive towards saving the life of the patient, whenever such situations come across. Even after 13 years of amendment in the Motor Vehicle Act, there is apathy towards implementing the section

effectively and the private hospitals and clinics still avoid taking medico-legal cases and refer them to the government hospitals due to commercialisation. Special arrangement and stern action needs to be made in every private or government hospitals by special notifications by the government. Though some private hospitals claims of have medico-legal arrangements but others still do require such.

Dr. Kochar also presented his ongoing research based on model of vehicles involved in road accidents. The situation could be worse in private, where a question of medico-legal case arises. Dr Lodha briefly spoke on the present arrangements at SMS for attending to medico-legal emergency cases.

On 'Role of Legal Practitioner', Devendra Mohan Mathur, Advocate spoke about the changing aspects of road aspects and highlighted a few of the accidents occurred at various parts of Jaipur city and the action thereof. Enlarging the topic he mentioned that still people are afraid of helping the accident victims because of in effective awareness. Targeting Article 21 of the Constitution of India, which speaks about the right to life for every citizen, he mentioned how the lawyers can play their pivotal role in making this issue more popular and more and more awareness could be generated. Mathur briefed how the procedure of legal formalities could be made simpler, when a question of compensation arrives. He suggested installing a notice board mentioning the utility of Section 134 at every government and private hospital especially at the place, where emergency services are being provided.

On 'Role of Civil Society Organisations', Purna Arora, People's Trust, Jaipur highlighted the utility of the Section 134 with emphasis on the role of CSOs in generating the awareness of the issue, stressed the need and called all NGOs working on road safety work. This will benefit in highlighting the various legal sections to the injured as well as the defaulter/rescuer, so that awareness generates among the masses to deal with the accident effectively. She also touched upon the adverse impact of road accident in the context of Section 134 Motor Vehicle Act.

On 'Role of Police', Suresh Kaul, DTO, Jaipur suggested for organising more and more programmes for different stakeholders from time to time, which could be in the form of workshops, seminars and small meetings. He also insisted that whenever road safety is included in the school syllabus, then a separate chapter on Section 134 should be there, which will have its own impact. At the same time he also emphasised on the need of updating the measures installed to regulate the traffic, i.e. traffic signals, zebra crossings and road geometric. He told that Sweden could be set as best example, as they have done lot of research on road accident aspects, which could be followed in accordance with the local needs.



## **8. Second Awareness Workshop on Section 134 Motor Vehicle Act, 1988**

The Second Awareness Workshop on Section 134 Motor Vehicle Act, 1988 was organised at Hotel Indiana Pride, Jaipur on February 20, 2009 to mark the conclusion of Ministry of Shipping Road Transport & Highways supported Road Safety Awareness Campaign programme. Guest Speakers and Resource Persons include: Brij Kishore Sharma, Hon'ble Minister for Transport, Rajasthan; Niranjana Arya, Transport Commissioner, Government of Rajasthan, Jaipur; Vijendra Jhala, SP Traffic, Government of Rajasthan, Jaipur; Mangal Chand Taylor, Retd. District Judge; Dr Rakesh Punia, Medical Jurist, SMS Hospital, Jaipur; Prerna Arora, Chairperson, People's Trust, Jaipur Pradeep S. Mehta, Secretary General CUTS, Jaipur; and George Cheriyan, Director CUTS.

The Technical Session was presented by the experts in their respected fields and relates to road accidents. The panel highlighted the key issues, which were Role of Legal Practitioner, Medical Practitioners/Hospitals, Civil Society Organisations. Speakers were: Mangal Chand Taylor, Retd. District Judge on *Role of Legal Practitioner*, Dr Rakesh Punia, Medical Jurist, SMS Hospital on *Role of Medical Practitioners/Hospitals* etc and Prerna Arora, Chairperson, People's Trust, Jaipur on *Role of Civil Society Organisations*.

### **8.1 Participants**

A large numbers of people from diverse field/issues were invited to attend the workshop. Whole transport department (RTO & DTO) were approached for the purpose. In all, 110 people representing, Educational Institute, Medical Fraternity, CSOs, Transport Union, Traffic Wardens, Dispensaries, Hospitals, Transport Departments, Traffic Police, Media and others were the participants of the workshop. People registered in the workshop can be seen in [Annexure 12](#). Electronic and print media were approached separately, so that the issues could be highlighted to sensitise the stakeholders

### **8.2 Agenda**

The workshop was divided in three different segments, which include welcome remark from the organisation followed by special Address by Vijendra Jhala, SP Traffic, Jaipur, Keynote

Address by Niranjana Arya, Transport Commissioner, Jaipur and Inaugural Address by Brij Kishore Sharma, Hon'ble Minister for Transport, Rajasthan ([Annexure 13](#)).

## **8.2 Objective & Background:**

It would perhaps be impossible to save any life in an air crash, but a large number of the road accident victims can be saved, if only receive succour immediately. Many of them do not die due to fear of police and harassment or legalities. A judgement by the Supreme Court in the case of Advocate Parmanand Katara by way of public interest litigation in a writ petition in the year 1985 said that Article 21 of the Constitution of India guarantees the Right to Life to every citizen, but in the matter of road accident victims nearly 60 percent die while awaiting treatment, even after having been brought to the hospital. These deaths take place, as the doctors would not attend the victims until a police case is registered, as these are medico legal cases.

The Supreme Court in its Division Bench Judgement delivered by Justice J Ranganath Misra and G L Ojha on August 28, 1989 ruled that every medical doctor is bound to save the life of an accident victim. "It is his supreme responsibility even if the victim is that of a criminal assault", said the order. Following a Supreme Court order in 1989, the Motor Vehicles Act was amended in 1994, (New Section 134) to make it mandatory on both the driver/owner of the vehicle to take the accident victim to the nearest doctor, but also casts a duty on the doctor to treat the victim without waiting for any formalities.

Looking at the importance of the issue, it has become mandatory for all of us to create awareness among the concerned stakeholders like traffic police department, transport department, medical fraternity, civil society groups, corporate and citizens on this. Taking the campaign forward, Thus the workshop was organised with the support of Ministry of Road Transport and Highways, Government of India. CUTS, in the past few years, has been bringing this issue into the light by being in touch with the film producers and directors for uplifting the issues related to road safety through tele-films and serials.

This issue was brought forward in several other programmes on road safety like World Health Day etc. and also through our publication but this is for the first time that an exclusive programme was being organised for awareness on Section 134 of Motor Vehicle Act. Thus, efforts to combat road deaths need joint action of Government Departments, Voluntary Organisation, Educational Institution and the Common road user. Every six seconds someone is killed or maimed on the world's roads. Many of those killed or injured are breadwinners for their families. Too often, road safety is treated as transportation and not a public health issue, and road traffic injuries are called "accidents," though most of them could be prevented.

### **8.3 Proceedings**

Pradeep S. Mehta, Secretary General, CUTS welcomed the participants and highlighted CUTS' intervention in Road Safety. In his brief introduction, he pointed out the need for Section 134 in present scenario. Elaborating Section 134, he told that 50 percent of the accidents are caused due to negligence of drivers, which can be avoided through increasing the pedestrians facilities vide implementing measures to decrease vehicle's speed. In context to Jaipur vehicular and human people, number of traffic police, enforcement personnel and traffic controlling equipment are very less in comparison to other cities of country. Thus, under such circumstances role of common people and road users become important. Section 134 of Motor Vehicle Act ensures safety to people involve in helping the accident's victims, he added.

Vijendra Jhala, SP Traffic, Jaipur stated that sense of respect towards traffic rules, signs and signals and other road users is an essential component, which shall bring down the accidents rate. He also emphasised an upgradation of the need pattern and infrastructure facilities available with the traffic that can help in decreasing the accident rate. His stress was focused on the unfriendly attitude while driving on road and responsibility shared by the traffic police in different scenario. He urged that through people's participation Section 134 could be implemented properly.

Niranjan Kumar Arya, Transport Commissioner, Government of Rajasthan, as keynote speaker of the workshop, highlighted the past and present demographic scenario in context to Rajasthan, which creates the base for genesis of Section 134 and further amendments. Elaborating the role of government departments on the section, he told that drivers are rewarded and appraised by his speed driving ability, ultimately promoting other drivers for fast driving. Thus, only drivers are not responsible for accident, somewhere the administration is also involved. Psychologically, people visualise the rules and regulation as an unwanted imposition in context to their position, reputation, wealth etc. and thus enjoy disobeying the rules meant to safeguard. He focused on traffic calming strategies that are required to be adopted to reduce the accidental fatalities along with measure, which should ensure common people participation towards helping the accident victims. Looking at the present scenario of imbalanced proportion of vehicle along with other road users, he appreciated CUTS initiative in making the people aware. Appealing NGOs like CUTS must come forward and participate in various awareness programmes.

Brij Kishore Sharma, Hon'ble Transport Minister, Government of Rajasthan stressed on the need for regular awareness programmes. Appreciating and thanking CUTS for organising meeting related to road safety. In his speech, he suggested that driver's vigilance and monitoring should be conducted, including cancelling of the driving registration. He asked to focus on the issuance of driving licence that requires better attention and strict observance, which will produce quality drivers. Speaking on driver's training, he mentioned that Government of Rajasthan in collaboration with government and NGOs and financial support from Central Government as well as MNC is very soon installing 31 Driver's Training Schools at various locations in Rajasthan.

He informed that permission for four such schools have been granted for operation that shall bring out trained drivers. He mentioned the role of youths in the context of high speed, which not only bring them close to accident but also make other uncomfortable towards involving in accidents. Thus, to govern the speed of youth's vehicles, immediate attentions along with appropriate measures are required. Further, he was not optimistic

about the proposed BRT operation in present set-up because Jaipur's roads have diverse users in regard to make and model of vehicles, psychological condition, uses and productivity. Regarding his suggestions as State Transport Minister he told that a proposal is lying with government to establish ambulances at every 50 km at high way so that immediate rescue can be provided to accident victims.

Technical session of the workshop was divided among three panellists, which were from Medical, Social and Judicial fraternities.

On 'Role of Civil Society Organisation', Prerna Arora from People's Trust disclosed alarming figures related to the accidents and fatalities in India. The latest available figures of accidents in India are 4,29,910 per year out of which the deaths counts are 92,618. Although, the number of overall annual accident deaths are slightly higher in China, i.e. 1,07,077 India exceeds percentage wise in terms of accident deaths as compared to China, where the accident death percentage is 15 percent and that of India's 22 percent. Arora further attracted the attention of all towards the Section 134 as it gives us all 'right to save life'. She demonstrated the first-aid techniques essentially required soon after the accident, which includes opening the blocked air passage of accident victim, ensuring oxygen supply to brain, which may get interrupted after the accident.

She gave special emphasis on 4 'A', essentially required to be followed by those who wish to extend help to the accident victims, which includes – Awareness, Assessment, Action and After Care. She further elaborated some alphabets, which can easily be learnt by a lay man as life saving alphabets, DRABC – Danger (to be analysed), Response (of the accident victim), Airway (to be checked, efforts are to be made if found closed), Breathing (to be checked and externally given if required), Circulation (cardio pulmonary resuscitation i.e. pressing of chest along with external breathing) The demonstration was interesting enough for all the participants in terms of gaining the exact knowledge what they may directly apply at the time of any accident.

On 'Role of Medical Practitioners', Dr Rakesh Punia, Medical Jurist, SMS Hospital defined the effective role of medical practitioners towards attending the accident victims. He talked about the oath being taken by medical professionals at the time the degrees are awarded to them, which clearly says that they remain present to save the lives then what suddenly happens that the same practitioner avoids to take care of any accident victim. Most of the small and private hospitals simply prefer to refer the accident cases to the government hospitals irrespective of knowing the fact that their timely medical aid may increase the chances of patient's survival. He told that currently maximum numbers of villages are connected to the highways thus directly increasing the chances of severe accidents yet there exist inappropriate services at rural hospitals/clinics/CHCs/PHCs etc. Dr Punia gave special emphasis on availability of mobile ambulances that could intervene soon at the accident spot and help in providing first aid to the victim along with timely transfer to the nearest hospital, which may help a lot in saving the lives of accident victims.

On, 'Role of Legal Practitioners', Retd. District Judge and practicing High Court Lawyer, Mangal Chand Taylor highlighted the issues of Section 134, which allow every common man to extend his/her services at the time of accident. He started by disclosing that till date no prosecution has taken place on/referring Section 134. Mr. Taylor highlighted that this is all because of lack of awareness towards section 134, which restricts a common man to peep in at the accident site to save someone's life when the help is essentially required. He disclosed that CRPC gives right to send the accident victim to any Doctor, not only to the Medical Jurists with an intention to save the life first and complete the related formalities later. He concluded with a simple and catchy note that 'Section 134 is to aware and not to punish', thus we need to create awareness among masses so that proper actions could be taken by anyone at the time accident.

Among the discussions, which were made during the open session, the most interesting ones were 1) about Section 187, which defines the violation of Section 134 as punishable offence.

#### **8.4 Recommendation and Suggestion Emerged from the two workshops:**

Following are the recommendation and suggestion emerged from the workshops organised on January 7 and February 20, 2009.

- Voluntary organisations, government departments, traffic police and hospitals should come forward to ensure people's participation without any fear.
- Awareness activities should be imparted on regular basis and extending the same at village levels.
- Awareness activities should be focused on attitudinal change of law implementing authorities, hospitals, drivers and common people.
- Information related to Section 134 should be pasted at hospitals, dispensaries, ambulances, police stations and public places so that people may act positively towards accidents instead of escaping.
- Inducting print and electronic media for continuous mass publicity.
- Laying responsibility to vehicle's drivers for quick relief of accident victims and doctors for taking immediate attention.
- Strengthening and enhancing the infrastructure related to road geometric, signs and signals.
- Including Section 134 in schools and college syllabi.
- Drivers along with private hospitals should be made accountable for avoiding accidental cases.

### **8.5 Highlights**

- Large number of people from various thematic area participated in the workshop.
- The raised issues impressed resource persons along with guests.
- Workshop effectively brings the authorities, government departments, institutions and voluntary organisation on one platform.
- Media highlighted the issues.
- The workshop was well organised in accordance with conveying the importance of issue.

### **8.6 Suggestions for Future**

- Number of workshop should be increased.

- For approaching maximum number of people, expenses should be increased.

## **9. Overall Outcome of the Road Safety Awareness Campaign:**

- The activities paved a common platform comprising various departments, agencies, institution, CSOs and schools as a common area of interest.
- Looking at the participation of people and word of appreciation awareness level must have increased in context to drivers as well as others.
- The activities have highlighted policy initiatives as well as qualitative impact in road users and quantifying the impact on safety on roads.
- A debate has been rolled out to utilise funds received through “challans” and penalties imposed on rules violators. Though, it is too early to expect any result on framework of this policy but in near future some change may be visible.
- A debate has also come out from the activities that common interest forums should be formed consisting the line departments, voluntary organisations and like-minded people for taking up the road safety issues to common road users.



## Annexure -1

**Table A1: Revised Road Safety Programme Schedule At a glance**

Date	Activities	Venue	Time
January 07, 2009	Workshop on Section 134 of Motor Vehicle Act	Pink City Press Club	02:00-05:00 PM
January 08, 2009	1. Eye Check-up Camp 2. Driver's Glare Recovery & Reaction Time	Sindhi Camp (Jaipur Central Bus Stand)	10:00AM-03:00 PM
January 09, 2009	1. Eye Check-up Camp 2. Driver's Glare Recovery & Reaction Time	Vaishali Nagar & Jaipur Roadways Depot	10:00AM-03:00 PM
January 15, 2009	1. Eye Check-up Camp 2. Driver's Glare Recovery & Reaction Time	Vidhyadhar Nagar Roadways Depot	10:00AM-03:00 PM
January 16, 2009	1. Eye Check-up Camp 2. Driver's Glare Recovery & Reaction Time	Sanganer Roadways Depot	10:00AM-03:00 PM
January 17, 2009	1. Eye Check-up Camp 2. Driver's Glare Recovery & Reaction Time	Jhalana Dungari Bus Stand and Roadways Depot	10:00AM-03:00 PM
January 19, 2009	Bus Driver's Training	Jaipur Central Bus Stand	12:30-03:00 PM
January 20, 2009	Bus Driver's Training	Vaishali Nagar & Jaipur Roadways Depot	12:30-03:00 PM
January 21, 2009	Bus Driver's Training	Vidhyadhar Nagar Workshop	12:30-03:00 PM
January 22, 2009	Bus Driver's Training	Sanganer Roadways Depot	12:30-03:00 PM
January 23, 2009	Bus Driver's Training	Jhalana Dungari Bus Stand and Roadways Depot	12:30-03:00 PM
February 20, 2009	Workshop on Section 134 of Motor Vehicle Act	Hotel Indiana Pride, Jaipur	10:00-02:00 PM

**Brief Out Come of Eye Check-up Camps:****A. Central Bus Stand (Sindhi Camp):****A.1. Persons Involved:**

Category	Frequency	Percent
Driver	33	39
Conductor	24	28
Other	28	33
<b>Total</b>	<b>85</b>	<b>100</b>

**A.2. Problems Detected**

Status	Driver	Conductor	Other
Cataract to be reviewed	1		
Change glass	1	6	3
Change glass/yearly review		1	2
Glass for distance & near vision			2
Glaucoma Workup & Treatment			1
Normal	8		1
Review yearly	9	4	6
Use glass	1		
Glass for distance		1	1
Glass for near vision	13	11	12
Periodical review 6 month		1	
<b>Total</b>	<b>33</b>	<b>24</b>	<b>28</b>

**B. Vaishali Nagar Depot:****B.1. Persons Involved:**

	Participant No.	Percent
Driver	62	71
Conductor	7	8
Other	18	21
<b>Total</b>	<b>87</b>	<b>100.0</b>

**B.2. Problems Detected:**

Status	Driver	Conductor	Others
Cataract to be reviewed	1		
Change glass	7	3	5
Complete Exam to consider	2		
Detailed Examination	4		

Glass for distance & near vision		1	
No Abnormality Detected	16	1	9
Review yearly	16	1	3
Review yearly/Change glass	7	1	
Use glass	3		1
Glass for near vision	6		
<b>Total</b>	<b>62</b>	<b>7</b>	<b>18</b>

**C. Vidhyadhar Nagar Depot:**

**C.1 Persons Involved:**

<b>Category</b>	<b>Frequency</b>	<b>Percent</b>
Driver	106	67
Conductor	37	23
Other	17	10
<b>Total</b>	<b>160</b>	<b>100</b>

**C.2 Problems Detected:**

<b>Status</b>	<b>Driver</b>	<b>Conductor</b>	<b>Others</b>
Left eye cataract sign	2	1	
Cataract to be reviewed	1		
Change glass			3
Right eye cataract sign		1	
Review yearly			1
Review yearly & glass for distance	38	15	4
Status of cataract		1	
Glass for distance		1	
Glass for near vision	11	6	4
One eyed	54	11	6
<b>Total</b>	<b>106</b>	<b>36</b>	<b>18</b>

**D. Sanganer Nagar Depot:**

**D.1. Persons Involved:**

<b>Category</b>	<b>Frequency</b>	<b>Percent</b>
Driver	32	46
Conductor	11	15
Other	28	39
<b>Total</b>	<b>71</b>	<b>100</b>

**D.2. Problems Detected:**

<b>Status</b>	<b>Driver</b>	<b>Conductor</b>	<b>Others</b>
Cataract to be reviewed			3
Detailed Examination			1
Glass for distance	1		1
Review yearly	18	7	16
Glass for distance	1	1	2
Glass for near vision	12	3	5
<b>Total</b>	<b>32</b>	<b>11</b>	<b>28</b>

**E. Jhalanadungari Depot:**

**E.1. Persons Involved:**

<b>Category</b>	<b>Frequency</b>	<b>Percent</b>
Driver	65	61
Conductor	22	20
Other	21	19
<b>Total</b>	<b>108</b>	<b>100</b>

**E.2. Problems Detected**

<b>Status</b>	<b>Driver</b>	<b>Conductor</b>	<b>Other</b>
Amblyopic (Ammetropic)	3		1
Cataract to be reviewed	3		
Change glass	1		
Colour Blindness	1		
Detailed Examination	2	1	2
Review yearly	24	7	3
Glass for distance	5	3	4
Glass for distance & near vision		1	
Glass for near vision	26	10	11
<b>Total</b>	<b>65</b>	<b>22</b>	<b>21</b>

**Brief Outcome of Glare Recovery & Reaction Time:****A. Central Bus Stand (Sindhi Camp)****A.1. Comments Received:**

Comments	Frequency	Percent
Satisfactory	9	53
Slow and careful driving is required during Night & overtaking, as depth perception value is high.	7	47
<b>Total</b>	<b>16</b>	<b>100</b>

**A.2. Glare Recovery Record:**

Max. Limit 6 Sec.	Frequency	Percent
.70	1	6.7
1.00	1	6.7
1.30	2	13.3
1.40	3	20.0
1.50	2	13.3
2.00	1	6.7
2.10	1	6.7
3.00	2	6.7
3.10	1	6.7
15.00	1	6.7
<b>Total</b>	<b>16</b>	<b>100</b>

**A.3. Angle Vision in Degree:**

Max. Limit 30°	Frequency	Percent
7	1	7
10	3	20
12	2	13
15	6	36
18	1	7
20	1	7
24	1	7
<b>Total</b>	<b>16</b>	<b>100</b>

**A.4. Depth Judgement in Millimetre:**

Max. 10 mm	Frequency	Percent
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0.6	1	7
2	1	7
3	1	7
5	1	7
6	1	7
10	1	7
11	1	7
12	1	7
14	1	7
19	1	7
24	1	7
30	1	7
40	1	7
60	1	7
<b>Total</b>	<b>14</b>	<b>100</b>

**A.5. Reaction Time in seconds:**

<b>Max. Limit 2 sec.</b>	<b>Frequency</b>	<b>Percent</b>
0.4	1	7
0.5	4	27
0.6	2	13
1	1	7
1.2	1	7
1.4	1	7
1.8	2	13
2	1	7
2.4	1	7
<b>Total</b>	<b>14</b>	<b>100</b>

**B. Vaishali Nagar & Jaipur Depot:**

**B.1. Comments Received:**

<b>Comments</b>	<b>Frequency</b>	<b>Percent</b>
Satisfactory	25	50
Slow and careful driving is required during Night & overtaking, as depth perception value is high.	25	50
<b>Total</b>	<b>50</b>	<b>100</b>

**B.2. Glare Recovery Record:**

<b>Max. Limit 6 Sec.</b>	<b>Frequency</b>	<b>Percent</b>
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0.6	1	2
0.9	3	6
1	9	18
1.1	5	10
1.2	8	16
1.3	6	12
1.4	1	2
1.5	5	10
1.6	2	4
1.7	2	4
2	1	2
2.4	1	2
2.5	1	2
3	1	2
Total	46	92
Missing	4	8
	50	100

**B.3. Angle Vision in Degree:**

<b>Max. Limit 30°</b>	<b>Frequency</b>	<b>Percent</b>
5	9	18
7	1	2
8	6	12
9	1	2
10	12	24
12	3	6
13	2	4
14	1	2
15	7	14
16	1	2
18	1	2
20	2	4
Total	46	92
Missing	4	8
	50	100

**B.4. Depth Judgement in Millimetre:**

<b>Max. 10 mm</b>	<b>Frequency</b>	<b>Percent</b>
0	1	2
1	2	4
2	2	4
3	1	2
4	3	6

5	1	2
6	3	6
8	3	6
9	1	2
10	1	2
11	3	6
12	5	10
14	3	6
17	2	4
18	3	6
20	2	4
22	3	6
24	1	2
25	1	2
26	1	2
27	1	2
32	1	2
36	1	2
42	1	2
Total	46	92
Missing	4	8
	50	100

**B.5. Reaction Time in seconds:**

<b>Max. Limit 2 sec.</b>	<b>Frequency</b>	<b>Percent</b>
0.2	1	2
0.5	8	16
0.6	13	26
0.7	3	6
0.8	6	12
0.9	5	10
1	1	2
1.1	1	2
1.2	3	6
1.3	2	4
1.4	1	2
1.6	1	2
1.8	1	2
Total	46	92
Missing	4	8
	50	100



**C. Vidhyadhar Nagar Depot:****C.1. Comments Received:**

<b>Comments</b>	<b>Frequency</b>	<b>Percent</b>
Satisfactory	92	79
Slow and careful driving is required during Night & overtaking, as depth perception value is high.	24	21
<b>Total</b>	<b>116</b>	<b>100</b>

**C.2. Glare Recovery Record:**

<b>Max. Limit 6 Sec.</b>	<b>Frequency</b>	<b>Percent</b>
0.8	6	5
0.9	19	16
1	18	16
1.1	20	17
1.2	19	16
1.3	6	5
1.4	9	8
1.5	4	3
1.6	4	3
1.7	4	3
1.8	2	2
2.1	2	2
2.3	1	1
2.4	1	1
9	1	1
<b>Total</b>	<b>116</b>	<b>100</b>

**C.3. Angle Vision in Degree:**

<b>Max. Limit 30°</b>	<b>Frequency</b>	<b>Percent</b>
2	1	1
3	1	1
4	1	1
5	29	25
6	8	7
7	11	9
8	11	9
9	5	4
10	28	24
11	2	2
12	5	4
13	4	3
15	9	8
17	1	1
<b>Total</b>	<b>116</b>	<b>100</b>

**C.4. Depth Judgement in Millimetre:**

<b>Max. 10 mm</b>	<b>Frequency</b>	<b>Percent</b>
0	4	3
0.5	1	1
1	10	9
2	12	10
3	6	5
4	12	10
5	15	13
6	8	7
7	3	3
8	5	4
9	8	7
10	7	6
12	3	3
13	5	4
14	6	5
15	2	2
16	2	3
17	1	1
19	1	1
30	1	1
34	1	1
40	1	1
41	2	1
<b>Total</b>	<b>116</b>	<b>100</b>

**C.5. Reaction Time in seconds:**

<b>Max. Limit 2 sec.</b>	<b>Frequency</b>	<b>Percent</b>
0.5	4	3
0.6	12	10
0.7	18	16
0.8	26	22
0.9	27	23
1	9	8
1.1	8	7
1.2	4	3
1.3	3	3
1.4	3	3
1.9	2	2
<b>Total</b>	<b>115</b>	<b>99</b>

**D. Sanganer Depot:**

**D.1. Comments Received:**

<b>Comments</b>	<b>Frequency</b>	<b>Percent</b>
Satisfactory	23	70
Slow and careful driving is required during Night & overtaking, as depth perception value is high.	10	30
<b>Total</b>	<b>33</b>	<b>100</b>

**D.2. Glare Recovery Record:**

<b>Max. Limit 6 Sec.</b>	<b>Frequency</b>	<b>Percent</b>
0.9	1	3
1.1	1	3
1.2	3	9
1.3	7	21
1.4	4	12
1.5	6	20
1.6	4	12
1.9	1	3
2.1	2	6
2.2	1	3
2.4	1	3
3	2	4
<b>Total</b>	<b>33</b>	<b>100</b>

**D.3. Angle Vision in Degree:**

<b>Max. Limit 30°</b>	<b>Frequency</b>	<b>Percent</b>
4	4	12
5	13	39
6	3	9
7	5	17
9	2	4
10	6	18
<b>Total</b>	<b>33</b>	<b>100</b>

**D.4. Depth Judgement in Millimetre:**

<b>Max. 10 mm</b>	<b>Frequency</b>	<b>Percent</b>
1	3	9
2	1	3
3	1	3
4	7	20
5	3	9

6	3	10
8	2	6
9	1	3
10	2	6
11	2	6
15	1	3
17	1	3
20	1	3
22	1	3
26	1	3
38	1	3
39	1	3
42	1	3
<b>Total</b>	<b>33</b>	<b>100</b>

**D.5. Reaction Time in seconds:**

Max. Limit 2 sec.	Frequency	Percent
0.4	1	3
0.5	3	9
0.6	6	18
0.7	2	6
0.8	5	15
0.9	4	12
1	5	13
1.1	1	3
1.2	1	3
1.3	1	4
1.4	1	3
1.5	2	6
1.6	1	4
<b>Total</b>	<b>33</b>	<b>100</b>

**E. Jhalana Dungari Depot:**

**E.1. Comments Received:**

Comments	Frequency	Percent
Satisfactory	32	58
Slow and careful driving is required during Night & overtaking, as depth perception value is high.	23	42
<b>Total</b>	<b>55</b>	<b>100</b>

**E.2. Glare Recovery Record:**

<b>Max. Limit 6 Sec.</b>	<b>Frequency</b>	<b>Percent</b>
0.9	1	2
1	6	11
1.1	6	11
1.2	6	11
1.3	4	7
1.4	4	7
1.5	5	9
1.6	6	13
1.7	1	2
1.8	4	7
1.9	1	2
2.1	3	5
2.2	1	2
2.3	2	4
2.4	2	4
2.5	1	2
5	1	2
<b>Total</b>	<b>55</b>	<b>100</b>

**E.3. Angle Vision in Degree:**

<b>Max. Limit 30°</b>	<b>Frequency</b>	<b>Percent</b>
0.5	1	2
5	9	16
6	5	9
7	2	4
8	6	11
10	9	16
11	1	2
12	7	13
13	1	2
15	9	16
16	1	2
18	2	4
20	1	2
22	1	2
<b>Total</b>	<b>54</b>	<b>100</b>

**E.4. Depth Judgement in Millimetre:**

<b>Max. 10 mm</b>	<b>Frequency</b>	<b>Percent</b>
0	1	2
0.5	1	2
1	2	4

2	2	4
4	4	7
5	2	4
6	7	13
7	2	4
9	6	11
10	1	2
11	3	6
12	2	4
14	2	4
15	2	4
16	3	6
19	3	6
20	1	2
23	1	2
24	2	4
25	1	2
26	1	2
31	1	2
32	1	2
37	1	2
42	1	2
50	1	2
<b>Total</b>	<b>55</b>	<b>100</b>

**E.5. Reaction Time in seconds:**

Max. Limit 2 sec.	Frequency	Percent
0.3	1	2
0.4	7	13
0.5	14	25
0.6	10	18
0.7	5	9
0.8	4	7
0.9	2	4
1	4	7
1.1	1	2
1.2	1	2
1.3	1	2
1.4	2	4
1.5	1	2
1.7	1	2
1.8	1	2
<b>Total</b>	<b>55</b>	<b>100</b>