

CUTS' Initiatives on Road Safety Issues in India

This Dossier explains, in brief, some of the activities undertaken by Consumer Unity & Trust Society (CUTS) in the area of road safety in India. It also provides a brief description of some of the activities proposed.

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1. Overview

Since its inception in 1983, CUTS has been actively involved in the area of consumer safety and protection and has taken various strenuous steps towards strengthening the consumer movement. Road safety is one such important area of activity.

CUTS study on the road safety, in 1990, became the basis for the National Road Safety Policy approved by the Cabinet, which seeks to approach to reduce the death rate of road accidents, from the existing percentage by 30 percent by 2020.

CUTS has been nominated to the National Road Safety Council twice and to its high-level Ministerial Committee, which was established to formulate the National Road Safety Policy.

2. Approach

2.1 Introduction

Right to life and safety is a fundamental right of any citizen. This is guaranteed under the Indian Constitution. Anything which is hazardous to human beings and violates the right to life, such as road safety is covered under this Right.

Road fatalities currently lead the list of accidental deaths in India, much more than any other accidental deaths like by drowning, fire, rail or air mishaps, etc.

At the inquest of the world's first road traffic death in 1896, the Coroner was reported to have said 'this must never happen again'. More than a century later, 1.2 million people are killed on roads every year and up to 50 million more are injured. Without action the loss of lives on the roads is expected to be around 1.9 million each year by 2020.

Mobility is in severe crisis, no matter what place we talk about. CUTS looks forward to a focused transport alternative that could enhance the quality of mobility by providing the people eco-friendly, safe, affordable, easily available mode of transportation. This is supplemented with examined facts prepared through extensive research and survey for smooth flow of traffic in Indian cities, in general, and Jaipur, in particular. It also aims to inculcate a sense of responsibility and respect to other road users.

CUTS Centre for Consumer Action, Research & Training bases its work on sustainable mobility on research in the area of transportation planning with emphasis on safety, including environmental and economic issues for genuinely sustainable mobile future.

http://cuts-international.org/cart/Sustainable_Mobility.htm

The launch of the Decade of Action for Road Safety (2011-20) proclaimed by the United Nations General Assembly in March 2010 calls upon Member States to implement the activities in a holistic manner.

The guiding principles for this Decade of Action are those espoused in the 'safe systems' approach. The timing of this endeavour is also relevant considering India's high ranking in terms of road accidents, which registers highest number of road injuries and deaths every year with over 12 percent of 1.25 million **Global Road Fatalities** annually, according to World Health Organisation (WHO) and catastrophic economic burden in terms of loss of life of the main bread earner leading to lower living standards and poverty, besides the human costs of bereavement.

2.2 The Hard Facts

Indian road network is the second largest in the world with the total length of 5.23 million km. Out of which, 2.6 million km is of the surfaced road length and 100,087 km as National Highways. Road sector plays a significant role in economic development of the country as can be gauged from the fact that roads carry 87.4 percent of passenger and 65 percent of freight traffic. India's Gross Domestic Product (GDP) share in road transport sector is 4.5 percent.

While road development programmes, such as National Highways Development Project have already started yielding positive results in terms of accommodating multi-axle vehicles and facilitating faster movement, one concern that needs immediate attention of all stakeholders is the 'Road Safety' in the country.

On an average, 20 percent of all people killed in traffic accidents in developing countries are under the age of 15. This is twice as high as in the developed world.

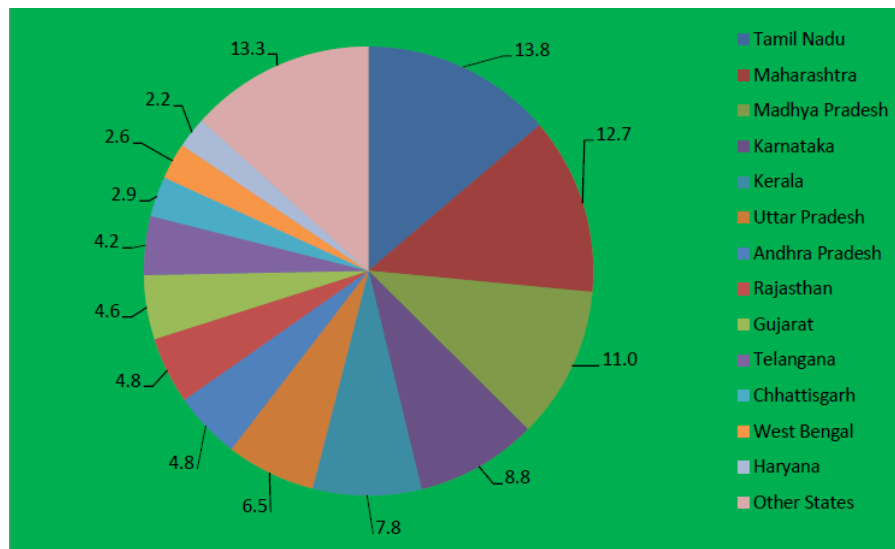
In India, there is a road accident every minute, whereas one fatal accident takes every 4th minute. There are as many as 35 accidents per thousand vehicles and the drivers involved in road crashes are between the age group of 20-40 years.

Two-wheelers and cars contribute to as much as 50 percent of the total accidents. Almost ₹55,000 crore are lost due to road accidents in India every year and road crashes cost approximately 1 to 3 percent of a country's GDP.

The analysis of road accident data 2015 reveals that about 1,374 accidents and 400 deaths take place every day on Indian roads, which further translates into 57 accidents and loss of 17 lives on an average, every hour, in our country. About 54.1 percent of all persons killed in road accidents are in the 15-34 years' age group during the year 2015.

During 2015, a total number of 4,77,731 persons were injured in road accidents in our country. Out of these, 87.2 percent were accounted for by the top 13 states. These states are Tamil Nadu (79,746); Karnataka (56,971); Madhya Pradesh (55,815); Kerala (43,735); Maharashtra (39,606); Andhra Pradesh (29,439); Rajasthan (26,153); Uttar Pradesh (23,205); Telangana (22,948); Gujarat (21,448); Chhattisgarh (13,426); Odisha (11,825); West Bengal (11,794); and Tamil Nadu reported the highest number of persons injured in road accidents.

Percentage Share in Total Number of Road Accidents (in %), 2015



Furthermore, according to the records till November 2016, total number of death occurred are 21458. Out of these, 9622 were fatal. In Rajasthan, Tonk district is at the top in accidents causing deaths with 257 deaths as against 196 in 2015, an increase of 31 percent.

As per assessment of WHO report, by the year 2020, road accidents would be the third biggest cause of deaths in the world, which could also be termed as a slow 'Tsunami', which has hit India. India is the leading country with regard to the large number of people massacred on road.

The main reason behind the increasing trend of road accidents, resulting in injuries and deaths, is lack of discipline and carelessness towards health among the drivers.

While Government of India has taken steps in improving road engineering/designs, amendment in Motor Vehicles Act 1988, provision of road safety equipment, education and training, Road Safety Audit on select projects and introduction of National Road Safety and Traffic Management Board Bill 2010; a lot still has to be done to ensure road development without compromising the requisite standards and ensuring safety. Recent information from the WHO shows that injuries in the developing countries of Southeast Asia account for nearly 12 percent of total deaths.

Within this, one-fifth of deaths are caused by Road Traffic Injuries (RTI). From its current position at 9th in the leading cause of death across the world, RTI's are going to be the 3rd leading cause of death by 2020. These estimates are based on the information provided to WHO by member countries of the region.

The WHO information also shows that the injuries account for 12-15 percent of Disability Adjusted Life Years (DALY); within this group 20 percent of DALYs are due to RTI's alone. When we discuss injuries, we need to keep in mind the other causes of injuries, which are broadly classified as intentional and unintentional injuries.

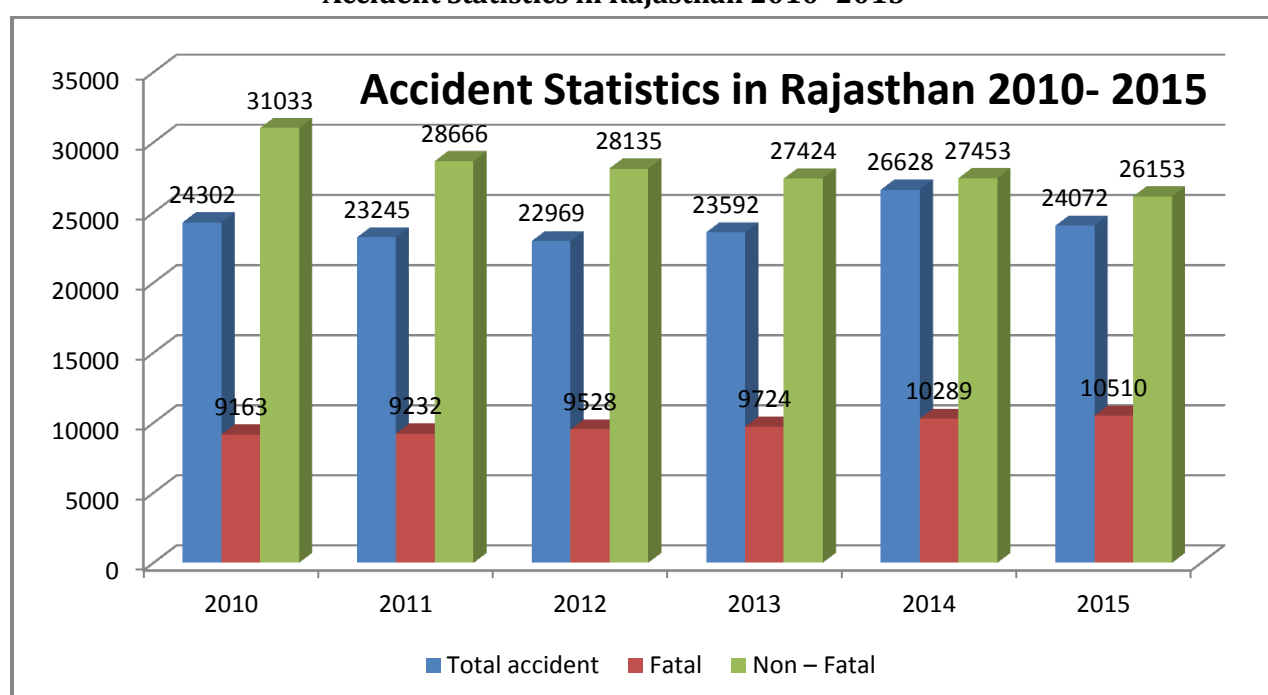
Source: www.arrivesafe.org/

If current trends continue, the number of people killed and injured on the world's roads will rise by more than 60 percent between 2000 and 2020. Most of these injuries will occur in developing countries, where more and more people are using motorised transport. In these countries, cyclists, motorcyclists, users of public transport, and pedestrians are especially vulnerable to road traffic injuries.

Source: www.who.int/features/2004/road_safety/en/

Road users in India are of varied type – ranging from pedestrians, animal-driven carts, bicycles, rickshaws, handcarts tractor trolleys, and the illegal *jugads* in some states, to various categories of two/three wheelers, motor cars, buses, trucks and multi-axle commercial vehicles, etc. Moreover, limited road space has further exacerbated the problem.

Accident Statistics in Rajasthan 2010- 2015



Decadal Growth in Number of Road Accidents and Deaths

Country/ State	No. of cases of road accidents		Decadal growth	No. of deaths due to road accident		Decadal growth
	2001	2011		2001	2011	
India	323720	440123	35.96%	80262	136834	70.48%
Rajasthan	19999	23245	16.25%	5187	9232	77.98%

Source: National Crime Record Bureau, Govt of India

The Global Concern

In addition to the enormous toll of human lives, economic impact due to road crashes is phenomenal: Supreme Court of India

Expressing concern over increasing road accidents, the Supreme Court has suggested that a national policy needs to be evolved in order to prevent and reduce the traffic fatalities.

Quoting the figures published in Global Road Safety, a Bench of the Court consisting of Justice Arijit Pasayat and Justice S H Kapadia said “almost 1.3 million people are killed each year and 20 to 50 million injured or disabled; most people are unaware that road traffic injuries are a leading cause of death and disability”. The bench was dismissing an appeal by Rathnaselvan against a Karnataka High Court judgment that upheld a six-month imprisonment awarded by the trial court for rash driving.

The Apex Court raised concern over the rising trend in road accidents in India, which is comparatively higher than other developing countries. The reason being that in developing countries, each vehicle is much more lethal than a vehicle in developed countries, because it

Eye-catching posters and stickers

- Big banners at road junctions and major roads
- Rallies by school children; Poster drawing competition.
- Press conferences and press releases
- Pamphlets showing accidents due to not wearing helmets
- Meetings to sensitise people and the policymakers
- Proper training to drivers, especially public transport drivers of public transport carriers.
- Organising road shows in colleges about hazards of not using helmets
- Signature campaign and vigorous canvassing
- Project finding dissemination workshops
- Public interest litigations and
- Outreach on road safety

The above programmes were conducted through road safety camps and road junction programmes. CUTS has, from time to time, been campaigning for consumer awareness programmes and projects successfully in Rajasthan. Some important areas, such as drinking water, environment, medical and health services, electricity problem, traffic, post and telegraph services, irregularities in government departments, education, women empowerment, rural development, bank and insurance, etc. have been covered.

In the area of Road Safety, CUTS has been advocating the public and policymakers on a number of issues. The primary objective of this has been to help form beliefs, especially where they are not firmly held; and stimulate interpersonal influences via conversations with police, teachers, or parents or involve children in campaigns.

2.4 Road Safety Initiatives by CUTS

The Journey So Far.....

- 2.4.1 **National Road Safety Council:** In 1993, 1997 and 2010, CUTS was nominated as a member of the National Road Safety Council set up by the Ministry of Road Transport and Highways (MoRTH), Government of India. CUTS also served as a member of the High Level Ministerial Committee appointed the Council to review various issues related to road safety in the country.
- 2.4.2 **National Road Safety Policy:** In between, CUTS had the privilege to be associated in drafting and giving inputs to the first Road Safety Policy of the country.
- 2.4.3 **Helmet is a Need, not a Compulsion:** In the year 1999, CUTS, with the support of MoRTH (the then Ministry of Surface Transport), implemented a project in Jaipur, for creating mass awareness on the 'Necessity of Helmets for Two Wheeler Riders' and also pressurising the government for making wearing of helmets compulsory. The impact of the programme was so overwhelming that the Rajasthan government immediately enforced the provision laid down in Section 129 of the Motor Vehicles Act, 1988 and made use of helmets compulsory for two-wheeler riders in Jaipur, which was replicated in other districts of Rajasthan later through passing of an ordinance.
- 2.4.4 **Administering Road Safety Campaign in Jaipur:** In the year 2001, 2002, 2003, 2006 and 2009, CUTS was awarded projects by the MoRTH, Government of India, for administering road safety programmes in Jaipur. The programmes included road junction awareness programmes, road safety camps, awareness rallies and installing of reflectors on bullock carts and tractor trolleys. There were some programmes conducted with the support of MoRTH.
- Details of these can be viewed at:
[Final Report of 2002 programme](#)
[Final Report of 2003 programme](#)
[Final Report of 2004 programme](#)
[Final Report of 2006 programme](#)
[Final Report of 2009 programme](#)
- 2.4.5 **CUTS in Human Rights Commission for Banning Jeeps:** CUTS, in the year 2001, filed a petition in the Rajasthan Human Rights Commission for banning jeeps being used as public transport vehicles on Highways. These jeeps are often overloaded and meet with serious accidents resulting into casualties. The Commission advised the state government with recommendations, which included replacing these jeeps by mini buses on some of the routes on the Highways and also allowing only closed jeeps instead of the prevailing open ones on roads. It also recommended a strict vigil on these jeeps. The transport authorities were asked to take strict measures while giving these jeep owners licences and permits.

- 2.4.6 **CUTS PIL on Parking and Traffic Conditions of Jaipur:** Similarly, as part of legal action, in 2005, a Public Interest Litigation in Rajasthan High Court around four years back on the traffic and parking conditions in Jaipur, where the Hon'ble bench of High Court consisting of the then Chief Justice of Rajasthan High Court, Justice Yaad Ram Meena had given instructions to state government to strictly improve the conditions of roads and make them user-friendly. Justice Meena in his judgment advised CUTS to write to DGP, Rajasthan in this connection.
- 2.4.7 **Road Safety is no Accident:** 'On April 07, 2004, CUTS, in association with Dr M N Tandon Charitable Trust, Jaipur, organised a seminar on '*Road Safety is no Accident*', which coincided with the World Health Day. The programme was well attended by all stakeholders, like officials from the transport department, traffic police and National Highways Authority of India.
- 2.4.8 **Make the Road Safe Campaign:** CUTS has also partnered in between with FIA Foundation in the 'Make the Road Safe Campaign'. Under the campaign, CUTS participated and organised in several programmes like road safety exhibitions with a separate stall of CUTS; distribution of badges and stickers depicting road safety slogans and distributing road safety pamphlets and other reading materials.
- 2.4.9 **Traffic Calming Strategies to Improve Pedestrian Safety in India:** CUTS concluded a two year's research project on 'Traffic Calming Strategies to Improve Pedestrian Safety in India' (TCS) with the support of Swedish International Agency and in partnership with Lund University, Sweden and Transportation Research and Injury Prevention of Indian Institute of Technology (IIT), New Delhi in the year 2007. The initiative on traffic calming strategies to improve pedestrian safety in India got high acclamation. There were important stages during the project implementation, which included identification of accident-prone sites, initial video recordings at identified sites, analysis of before studies, speed measurements on selected speed breakers and rumble strips, initial set of implementation of proposed measures by the stakeholders and finally dissemination workshops at Jaipur, Mumbai, Bangalore, Kolkata and New Delhi by involving all the concerned stakeholders. The outcome of project was starting of new era of scientific road accident 'treatment', introduction of benchmark Swedish technique, which is cost-effective as well as effective in reducing accident along with reduction in noise and air pollution and realisation of pedestrian's safety emerged as missing component in road plotting www.cuts-international.org/cart/tcs
- 2.4.10 **Reflectors on Bullock, Camel Carts:** CUTS took initiative of installing reflectors on bullock carts in nearby rural areas of Jaipur with the support and cooperation of Regional Transport Office, Jaipur in 2010.
- 2.4.11 **Activities with School Children:** As part of activities involving school children, CUTS conducted rallies, quiz, essay and poster/ drawing competition in schools without any external support in order to involve and educate school children between ages 10 to 16 years in almost all the MORTH programmes.

- 2.4.12 **Comprehensive Plan of Action on Reducing Road Accidents:** Secretary General of CUTS, Pradeep S Mehta was Chairman of one of the four Working Groups constituted by the Council on Road Safety. On the invitation of the MoRTH, CUTS prepared and submitted a synthesis report of the four Working Groups to the National Road Safety Council along with a Comprehensive Plan of Action to achieve reduction of road accidents by half by the year 2020.

(Details: <http://morth.nic.in/writereaddata/linkimages/Synthesis%20Report%20of%20four%20Working%20Groups%20on%20road%20safety%20-2916469697.pdf>)

- 2.4.13 **Awareness Campaign on Section 133 and 134 of the Motor Vehicles Act 1988:** In the year 2003, CUTS organised an Awareness Campaign on Section 133 and 134 of the Motor Vehicles Act 1988, which deals with the duties of the owner and the driver in case of an accident. The driver has the duty of informing the concerned authorities and taking all reasonable steps in securing medical attention for the injured, by taking the injured to the nearest hospital for medical treatment, and the doctor on duty has to immediately attend to the injured without waiting for any procedural formalities. On this occasion, a poster, *Sadak Durghatna Mein Ghayal Vyakti-Aapki Prathamikta*, (**Injured Person in Road Accident-Your Priority**) was also distributed to the doctors (both government and private medical practitioners). The poster showed how an accident victim was brought to a nursing home and doctors attended him on priority basis. Pamphlets in Hindi and English have been distributed among the doctors, in the hospitals, to the public representatives and the networking organisations and the media.

Looking to the importance of the issue, these workshops were repeated on February 27, 2015. Marking the commemoration of Road Safety Week 2015, Department of Transport of Government of Rajasthan approved an activity for CUTS. (Details: http://www.cuts-international.org/CART/pdf/Workshop_on_Section_134_of_Motor_Vehicle_Act-1988.pdf). Then again on 22nd January, 2016 during the Road Safety Week of 2016. (Details: http://www.cuts-international.org/CART/pdf/Workshop_on_Section_134_of_Motor_Vehicle_Act-1988-19Jan2016.pdf)

- 2.4.14 **Farak Toh Padhta Hai Bhai (It Makes a Difference Brother)**

CUTS organised six *Nukkad Nataks* (Street Plays) at different places in Jaipur on February 04-05, 2017, which were part of the 'Road Safety Week' activities and these were supported by the Department of Transport, Government of Rajasthan. The enacted Street Plays were based on the script *Farak Toh Padhta Hai Bhai* (It Makes a Difference Brother). Importance of road safety messages was delivered to the masses. More than 2,000 people showed keen interest to watch *Nukkad Nataks*. Good Samaritan and Trauma Care guidelines of Supreme Court were also shared with the audience present during the enactment of Street Plays.

2.5 Identifying the Problem

- 2.5.1 CUTS' approach has been to identify problems related to road safety, select one or two issues where an intensive campaign can be launched, a campaign, which would not only be sustained but also be effective. The campaign would focus on the target audience, which according to CUTS would be the policymakers; and general public – the road users.
- 2.5.2 CUTS has been actively lobbying with the government on banning of private jeeps to operate as transport vehicles; licensing and developing a set of norms for public transport vehicles operated by private transporters; and making an easy access for pedestrians crossing zebra lines as per the findings of TCS project by lobbying with local departments for constructing such raised zebra lines.
- 2.5.3 CUTS has been lobbying with Jaipur city authorities for improving roads, speed breakers, zebra crossings, installation of road signs and signals at various required places and so on. It has been successful in getting zebra crossings in places where they did not exist in the past, street lights on isolated roads, covering of potholes, setting up of speed breakers near schools, colleges and hospitals, etc.
- 2.5.4 CUTS has also been lobbying with the Medical Association and the Health Department officials, in addition to the police and transport authorities, to impress upon private nursing homes and hospitals and doctors to admit or administer treatment to accident victims and not just send them off to government hospitals. The success of the campaign has been in the form of the medical association coming forward to help CUTS in its campaign.
- 2.5.5 CUTS has also been advocating for setting up of road safety councils at the state and district levels.

2.6 Networking and Advocacy

- 2.6.1 CUTS along with like-minded organisations has been actively campaigning for the setting up of a road safety fund at the state level, which can be created through money obtained from cess on diesel. The money from the road safety fund would be utilised for administering road safety programmes and to provide interim relief for accident victims and for conducting training programmes for drivers.
- 2.6.2 On the issue of Highway safety, CUTS has been actively lobbying with the government and various stakeholders on a number of issues. These include: implementing curtailing against night driving of truck drivers at certain time period; creating health centres on a 24-hour basis on highways; providing emergency services to be made available at frequent distances on Highways.

- 2.6.3 CUTS has taken an initiative of forming a network of organisations working on road safety by the name Network Association of Road Safety (NARS). The purpose is to bring all such organisations under a common umbrella.

2.7 Research

- 2.7.1 **Right to Life and Safety on Roads:** In 1990, CUTS released a paper on '*Right to Life and Safety on Roads*' which was presented at the International Conference on 'Road Safety and Accidents in Developing Countries' held at Cairo, Egypt, in March 1990. The document addresses the road accident scenario and calls for concrete steps required for making vehicles and roads safer.

Source: World's First Road Death. London, Road Peace.

WHO Features Report, March 29, 2004:

- 2.7.2 **How Safe Are our Maruti Vans:** In the year 1991, CUTS did research on the accident scenario involving Maruti Vans. The document '*How Safe Are our Maruti Vans*' was able to force the Maruti Udyog Ltd. to change the design of the vans, which were earlier less safer on roads due to its design.

- 2.7.3 **Road Safety IEC Material:** In the year 1994, CUTS, with the support of the Ministry of Consumer Affairs, Government of India, under its Consumer Welfare Fund, published a series of bilingual booklets in the form of consumer guides. One of the guide booklets was on transportation.

- 2.7.4 **Ensuring Pedestrian Safety:** In 2009, based on the findings of TCS project, a hand out with basic findings of the project was printed. (Details: http://www.cuts-international.org/cart/tcs/pdf/TCS_Handout.pdf)

2.7 Creating Public Support

- 2.8.1 CUTS managed to generate public support for its helmets campaign, mainly the compulsory wearing of it campaign. This was evident from the fact that even the close kith and kin of the dead persons, who died in accidents due to head injury because of not wearing helmets came openly and spoke to the public.
- 2.8.2 Parents and teachers of schools and colleges openly extended support to the CUTS team. They not only opened their school and college doors for CUTS to present its cause but also supported it by sending their wards with it in rallies.
- 2.8.3 CUTS also received support from the medical practitioners, who came out in the open stating that private hospitals and nursing homes should start admitting accident patients, or at least administering first aid.
- 2.8.4 From the driver fraternity, CUTS received tremendous support as they also participated in its signature campaign. A number of banners were signed, which were presented to the road safety authorities, namely the Jaipur City Traffic Police and the Transport Authorities.

3. Qualitative Indicator

- General public has taken considerable interest on the road safety issues. This can be concluded from the number of letters received, requesting to organize more such programmes on a regular basis;
- Many from the general public volunteered to help the programme team in organising various programmes and also shared their experiences to improve the issue of road safety;
- The Road Transport Office, Jaipur was so impressed, that it asked CUTS to organise special camps for licence seekers;
- Several public sector organisations came forward to sponsor CUTS for the hoardings and banners;
- Many merchants in vegetable and grain market have asked the transporters to ensure that carts have reflectors. Indeed, many of them approached CUTS to know where they can procure reflectors from;
- Several public sector organisations helped in campaigning by sponsoring hoarding and banners, which have been to continue the campaign during the road safety week;
- Organisations and fleet owners have started organising road safety programmes for their staff; and
- Schools and other educational institutions have also been very cooperative and have taken keen interest.

3.1 Information and Outreach

In its mission of being a centre for innovative action and services aiming at increasing people's awareness of their human rights, consumer and other rights, CUTS has been disseminating information by means of its diverse publications.

Since its inception in 1983, CUTS has constantly contributed in inculcating a sense of awareness and recognition of rights of the common masses by publishing various periodicals, Briefing Papers, newsletter, reports, etc. Besides, information dissemination is being carried out through the following print media:

- Periodicals
- Media Releases
- Briefing Papers
- Articles
- Reports
- Website

Issues relating to road safety, among others, are often generally covered in these publications.

3.1.1 Periodicals

Gram Gadar (Village Revolution), a monthly wall newspaper, emerged as a rural communication development initiative. It carries vital information on developmental schemes, legal rights, women's rights, environmental issues, landmark consumer decisions, women and child health, village upliftment, accountability etc.

It has been instrumental in providing a forum for the oppressed classes in getting justice. ***Gram Gadar's*** readership cannot be judged merely by the number of copies distributed, which are around 10,000. It actually runs into lakhs, as *'even illiterates read the newspapers by listening from others'*.

The main feature and significance of this unique monthly wall newspaper is that it was started when the media coverage was not so extensive. National newspapers hardly reached the villages. TV and Radio were also in their developing stages. Therefore, this Wall Newspaper proved to be very effective in villages, and still continues to draw trust and confidence of the readers.

Paanchwan Stambh (The Fifth Estate), a quarterly newsletter, highlights issues related to governance, with emphasis on accountability, corruption, declarations and other important matters related to government policies, labour, women and agriculture. It also includes budgetary analysis.

3.1.2 Media Releases

Press releases are published in most of the leading newspapers before and after every event, to announce the event to the public at large and apprise the issue and its outcome to them. This helps the organisation raise the issue on a larger platform.

3.1.3 Briefing Papers

Matters of public importance are raised by distributing Briefing Papers. These Briefing Papers not only inform the layperson about the issues covered but also encourage further debate on them. These Papers encapsulate various consumer-oriented subjects, such as economics, environment, regulatory reform process, public distribution system, citizens' charter and sustainable consumption, in the context of Rajasthan.

3.1.4 Articles

CUTS has been regularly contributing consumer stories and articles on policy reforms, and social and environmental issues in various leading newspapers and journals. This is an attempt to create awareness in the people.

Besides, surveys and project reports have also been published from time to time. In a series of publications entitled 'Caveat Emptor', which means 'buyers beware', the first one is 'How to Survive as a Consumer'? It deals with consumer protection issues. The second one 'Is it Really Safe'? provides an insight of consumer safety issues.

3.1.5 Reports

A comprehensive report is prepared in-house after every event. This report carries the proceedings of the event session wise, discussions that take place during the sessions, major recommendations, outcome of the event and list of participants. This report is then circulated to the resource persons, participants and other relevant key persons.

3.1.6 Website

CUTS has developed a comprehensive website with URL www.cuts-international.org. It has useful links and hyperlinks leading to its various programmes and resource centres that provide an insight into the individual sub-domains. Main page mirrors the broad outline about the organisation and its activities. In addition, it provides valuable information on ongoing projects and events; new initiatives; media articles and press releases. Besides, CUTS website also encompasses the organisation's progress on trade, economics, competition, sustainable development issues and also highlights its various advocacy campaigns. In addition, all the publications of CUTS are uploaded on its website. The web site also provides glimpses of its major events. The website is updated on a regular basis.

3.1.7 Bill Blow Up

The existent Motor Vehicle Act 1988 was placed for a massive facelift with the Motor Vehicle (Amendment) Bill 2016 on the table before the Parliamentary Standing Committee on transport tourism and culture. PSC sought suggestions and comments from all the stakeholders and has conducted an extensive oral exchange with the stakeholders.

CUTS got the privilege to be invited for a presentation before the PSC and suggestion were welcomed.

Details are available at: http://www.cuts-international.org/cart/RoSA/pdf/Motor_Vehicles_Bill_2016.pdf

4. Ongoing and Future Interventions

4.1 Road Safety Advocacy (ROSA) In wake of the alarming condition and correspondingly India's commitment to reduce the number of road accident fatalities by fifty per cent by the year 2020, the Government of India introduced the Motor Vehicle (Amendment) Bill, 2016 in the Parliament on August 09, 2016. This Bill addresses the issue of road safety in India which is a laudable move after the unfortunate withdrawal of the Road Safety and Transportation Bill, 2014.

Acknowledging the above mentioned alarming conditions, conducting research and advocacy for sustainable mobility has been one of the crucial work areas of the organisation focusing on robust transportation planning with emphasis on road safety, including environmental and economic issues for genuinely sustainable mobile future, CUTS conceived and designed the Road Safety Advocacy (RoSA) Project (01.10.16) to (30.09.17) in partnership with Global Road Safety Partnership (GRSP).

The Project aims to generate awareness about the Bill and its key highlights among all stakeholders including common public and making a strong base for urgent enactment of Motor Vehicle (Amendment) Bill, 2016 in India. So as to address the burning issues of common road users related to road safety through strong advocacy.

To achieve the project aim, project intends to do the following activities:

- Reaching out Parliamentarians for their support to the Bill during debate and voting in their respective houses.
- Meeting of 'Parliamentarians' Forum on Economic Policy issues (PARFORE)' on Road Safety: To initiate discussions on the Motor Vehicles (Amendment), 2016.
- National Advocacy Meeting, Regional Advocacy Meetings and Divisional Level Advocacy Meetings for building enabling environment by mobilising different stakeholders and pressure groups.
- Organising University, college and school level activities to generate awareness about the road safety in Rajasthan along with media. (Details: <http://www.cuts-international.org/cart/RoSA/>)

4.2 Institutional and Legislative Assessment for Road Safety in India

WHO Country Office for India, through support from Bloomberg Initiative for Global Road Safety (BIGRS 2015-2019) is working towards improvement of road safety laws and regulations in India. To this effect, WHO India has attributed to CUTS to undertake an institutional and legal assessment of Road Safety in India, which covered four States and two Union Territories, which are as follows: Rajasthan, Tamil Nadu, Telangana, West Bengal, Delhi (UT) and Puducherry with an objective:

- To facilitate a common understanding of the roles and responsibilities of government institutions and organisations involved in road safety laws in India, both at the national, State and union territory level.
- To identify the scope and limitations of States' and Union Territories' authority with regards to the adoption and implementation of road safety laws and regulations, within the context of national laws and regulations.
- To identify state/union territory processes (both formal and informal) in adopting laws and regulation on road safety, specifically with regard to the implementation of the MVA Amendment.
- To conduct a comprehensive assessment of laws and regulation for the selected states and union territories leading to the development of recommendations for improvement

5. In Media

75% of accidental deaths due to speeding, rash driving

Evnarte NGOs Stress On Safety Measures

TIMES NEWS NETWORK

Ahmedabad: Around 75% accidental deaths occur due to speeding and dangerous driving and overtaking, according to the Accidental Deaths and Suicides in India report of 2015. Highlighting the accident fatality figures at a regional advocacy meeting in Ahmedabad on Friday, road safety experts and NGOs pushed for passing the Motor Vehicle Amendment Bill, 2016, on an urgent basis.

Organized by Consumer Education & Research Centre (CERC) and CUTS International, the regional advocacy meeting discussed the road safety scenario in India and emphasized on the need for the amended bill to be put into action. The bill has been passed in the Lok Sabha and will be taken up by the Rajya Sabha in the upcoming monsoon session.

Around 43.7% road accidents are due to speeding while 31.4% of them are due to dangerous driving and overtaking

SPEED KILLS



There are around 1.48 lakh road fatalities every year

Around 13.02 lakh people died of road accidents from 2006-2015 in India
National highways witnessed 49,551 deaths, state highways 41,219 and expressways 1,849
65% road death victims are in the age-group of 18-45 years

ha and will be taken up by the Rajya Sabha in the upcoming monsoon session. CUTS International had made a representation to all the Rajya Sabha members in Delhi, ahead of the winter session pressing to pass the bill.

George Cherian, director, CUTS International, highlighted that while India has only 2% of the global motor vehicle population, it accounts for more than 25% of road accidents in the world. "Every hour 57 accidents occur on Indian roads and 17 people lose their lives. As for Ahmedabad, over 65% of two-wheeler riders and 55% of car drivers have been found to be using mobile phones, texting and listening to music while driving," he said. Experts particularly emphasized on efficient road engineering.

"There is need to prepare a master plan and use effective road engineering and scientific measures to ensure road safety," said P K Planning & Arch

Times View

of traffic rules by the police is one of the three Es of road safety, the other two being education and engineering. Road safety has to be inculcated in people who must lead by example. Educating youth and children in road safety is vital. Besides tougher penalties, the condition of infrastructure must be reviewed.

ing examples from other countries. "Comprehensive road safety policies on key behavioural risk factors, their implementation can significantly improve road safety in India. Data trends suggest that focusing on drinking, drunk driving, helmet, seat belt, and child safety systems can help a large number of road injuries at large number of road accidents," said Nalin Sinha, India co-ordinator, Global Health Advocacy Inc.

Concern raised over use of cellphones during driving

TIMES NEWS NETWORK

People from all sections of the society were seen hand in hand at the massive traffic awareness rally held on third day of Road Safety Week. The rally, which was staged off by transport minister Brij Kishore Shukla, saw participation from thousands of students, government employees and even representatives of NGOs and spiritual organizations.



It is a very precious gift and should not be wasted on needless and drunk driving. The government must make it necessary of every driver to use mobile phones while driving. The government should also make it necessary of every driver to use mobile phones while driving. The government should also make it necessary of every driver to use mobile phones while driving.

work towards raising awareness about handling emergency cases. The rights of road accident victims were also discussed in the workshop. Section 134 of Motor Vehicle Act, 1988, which empowers the court to award compensation to the victim, was also discussed. The workshop was held at the CUTS Centre for Consumer Action, Research and Training (CART). Speakers at the workshop said that following various Supreme Court orders, Section 134 has made it mandatory for both the vehicle owner and the driver to take the accident victim to court for medical expenses.

मोबाइल से फोटो खींचने की बजाय पहले घायल की करें मदद - सुखराम कोली

राजस्थान सरकार

धौलपुर कंस जयपुर एवं सामाजिक विकास समिति धौलपुर के संयुक्त तत्वावधान में मंगलवार को एक निजी होटल में सड़क सुरक्षा पर संभागीय स्तरीय जागरूकता कार्यक्रम का आयोजन किया गया। मुख्य अतिथि बसेरी के पूर्व निष्ठापक सुखराम कोली ने कहा कि सड़क दुर्घटनाओं से जीवन को बचाने जल्दी है। लोग दुर्घटनाओं के दौरान घायल की मदद

सड़क सुरक्षा पर संभागीय स्तरीय जागरूकता कार्यक्रम का आयोजन



धौलपुर 27 जून। कंस-जयपुर सामाजिक विकास समिति धौलपुर के संयुक्त तत्वावधान में सड़क सुरक्षा पर संभागीय स्तरीय जागरूकता कार्यक्रम का आयोजन बसेरी के पूर्व निष्ठापक सुखराम कोली ने कहा कि सड़क दुर्घटनाओं से जीवन को बचाने जल्दी है। लोग दुर्घटनाओं के दौरान घायल की मदद

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जिले में हमसफर एप बनेगा दुर्घटनाग्रस्त घायलों का मददगार, ट्रायल बेस पर शुरू

ट्रायल बेस पर शुरू

लोगों से जोड़ा जाएगा

महाराष्ट्र सरकार

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सड़क सुरक्षा में जागरूकता की शुरुआत अपने घर से करें

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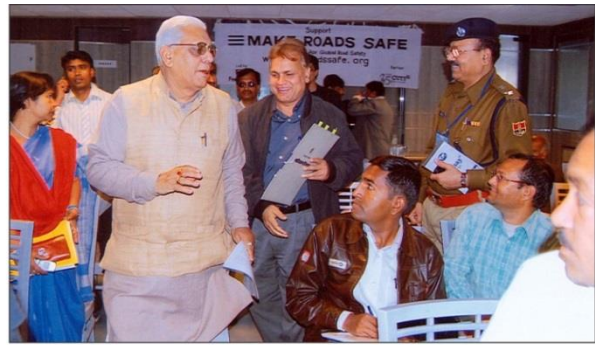
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6. Glimpses of Activities





7. Diverse Publications

