

**Capacity Building Workshop Report on**  
**“Effective Enforcement of Key Risk Factors and Key Provisions of MV Act, 2019”**  
**Ajmer, Rajasthan, 6<sup>th</sup> February, 2020**

**1. Background and Objectives:**

The Capacity building workshop was conducted by CUTS International in partnership with Transport Department, Govt. of Rajasthan during the 31<sup>st</sup> road safety week. The purpose of the workshop was to brain storm on the five key risk factors of the road safety which are not wearing seat belt and helmet, excessive speeding, drink and drive and not using child restraint system, present situation of road safety and to challenges in the effective enforcement and implementation of the MVA, 2019. This Capacity Building Workshop brought together the key stakeholders like Government officials and road safety experts at one platform to deliberate on enhancing effectiveness of enforcement of MVA, 2019 in the state.

**2. Participation:**

In the workshop around 50 officials from Transport Department, Medical and Health or Trauma



Care and Traffic Police participated. Participants were From Transport Department District Transport Officers, Transport inspectors and Transport flying squad teams took part. From Medical and health trauma care officials and from Traffic Police Traffic cops, Inspectors and other officials took part. In the workshop, State Road Safety Cell officials also took part. The detail of the participants is annexed with the report as annexure-II. The technical sessions were facilitated by Prof. Pradeep Kumar Sarkar, former Executive Director, Asian Institute of Transport Development (AITD) and School of Planning and Architecture (SPA), New Delhi, Dr.

Girdhar Goyal & Team, Trauma Care Expert, SMS Trauma Care Centre, Jaipur and Rajasthan State Road Safety Cell officials, Jaipur.

### 3. Proceedings:

The day long workshop was organised in Ajmer and went on as per the program schedule attached as Annexure I. The workshop started by the registration of delegates and Tea/Coffee which was followed till 10:30 am.

#### 3.1 Inaugural session:

Madhu Sudan Sharma, Senior Programme Officer, CUTS International welcomed the resource persons and participating officers of the department in the meeting. In his introductory remarks, he briefly talked on importance of the road safety and the injuries and fatalities caused by road accidents and brought about the need for look into the six key risk factors. He also briefed about the contribution done by way of advocacy by Cuts International in the amendment of new Motor Vehicle Act regarding the Accountability to be fixed on the authorities for the accidents caused because of the bad road designing. He briefed the audience about the objective of the day long workshop organised by CUTS International is to discuss the challenges in the effective enforcement and implementation of the MVA, 2019 and importance of the six key risk factors causing maximum road crashes in India.

#### 3.2 Special Address

Mr. Arjun Singh Rathore, ARTO Ajmer, Rajasthan expressed her gratitude towards CUTS



International to take initiative to organise workshop for speeding and increasing awareness for road safety. He further stated that Jaipur is on 6<sup>th</sup> rank in number of deaths, which is not good for us. He stated that it is necessary to take precautions as the deaths occurred due to these risk factors are avoidable with certain precautions. He shared his personal experience of the accident in his very close family and how some minute lack

of precautions can destroy the whole family. He touched upon range of issues and challenges of road safety and briefly talked about five key risk factors, 4 Es, and recent legislative reforms in the road safety through MVA Act, 2019 and he referred its key provisions. He also talked about the importance of automated vehicle fitness, road conditions as cause of accidents, total loss through road crashes and its negative impact on the GDP, need of reforming and revising the roles of RTOs and DTOs and including road safety as their part of job profile. He finally expressed his deep concern on the incorrect process of road crash, accidents and injuries data which need to be changed. While closing his address he requested all the participants to take part in the day long discussions actively and share their day to day working experiences and

learning with each other so that some change can be brought on road through new knowledge which is very important.

#### **4. Technical Sessions**

##### **4.1 System Approach to Road Safety with special reference to Traffic Enforcement:**

Prof. P. K. Sarkar facilitated the technical session and gave the presentation on System

Approach to Road Safety with special reference to Traffic Enforcement, where he talked about the statistics of accidents in India stating the current scenario and showed pictures of some fatal accidents. He further shared the Safe system approach which includes a holistic view of the road transport system and the interactions among roads and roadsides, travel speeds, vehicles and road users. It is an inclusive approach that caters for all



groups using the road system, including drivers, motorcyclists, passengers, pedestrians, cyclists, and commercial and heavy vehicle drivers. It recognizes that people will always make mistakes and may have road crashes—but the system should be forgiving and those crashes should not result in death or serious injury. Mr. Sarkar said that the main Causes of Accidents as reported are 1) Human Errors which is responsible in 80-90% cases (i.e. mistakes or wrong judgments of drivers or other commuters) including a. Over speeding & Overtaking are the two major killers among all human errors. b. Others being drunken driving, Jumping signals, sleep, erratic parking, distractions, etc. and the other is 2) Vehicular Factors: responsible in 3 - 4%. (e.g. failure of brakes or steering, burst tyres, etc.

Further providing the details of the comparison drawn with the many countries like Sweden, South Australia, Japan etc. he concluded by saying that Road traffic crashes are predictable and therefore are preventable. Safe System Approach to Road Safety should be used, All 4 E's of Road Safety should be well coordinated and implemented, there needs to be a close coordination and collaboration using a holistic and integrated approach, across many sectors and many disciplines. Political will and commitment can help to achieve them faster. There is need for innovating different road safety management techniques and policies. With the full support of State Governments and also with excellent coordination among all stakeholder agencies, concerted effort is required to reduce the number of accidents and accident related deaths on our highways. Enforcement measures using ITS technologies will be given a particular emphasis on safety offences like speeding, mobile phone use and drunken driving.

During and towards end of the technical session, participants asked several questions related to key points of presentation. The questions were related to Intelligent Traffic System, global best practices and their importance in Indian context and settings, Safe system approach, Vulnerable



Road Users and their road safety, future technologies of road safety, Indian Laws of road safety in comparison to global and regional road safety laws and many more. The resource person responded each and every query and clarified doubts and misconceptions regarding road safety.

## 4.2 Trauma Care Management and Road Safety

**Dr. Girdhar Goyal, Add. Nodal Officer Trauma Centre SMS Hospital** greet everyone &



introduced himself first after that they give some basis knowledge about Trauma. He said every country's total GDP's 2% spend on only Trauma care which is a very big loss of country economically. He stated that death because of trauma is more than any Diseases like TB or HIV. Sharing his experience he said that they receive 333 trauma cases at their centre. After that he

discussed about trauma death ratio he said we can save 1 death among 3, if everyone help on time. Dr Girdhar further discussed about "Golden Hour" of victim life, and explains that if people use this then victim survival possibility will increase by 30%. Explaining further he said that three things comes in Golden Hour 1) Early Pre Hospital Care (2) Early Transportation (Ambulance on time), (3) In Hospital Treatment on time. If every department response on time then we can save a life. He briefed about worldwide program ATLS (Advance Trauma Life Support) also. Dr. Girdhar discussed about a Program "capacity building for developing trauma care facilities at national highway" runned by Govt. of India ministry of Health & family welfare running with the aim to reduce 10% road accidents death & that no trauma patient should not travel more than 50 km by ambulance.

Dr. Goyal provided some approaches to be followed to reduce death ratio by accidents –(1) Initial stabilization by trained men power (2) Rapid transportation (3) Proper communication with Trauma (4) National Injury surveillance system trauma registry . After the presentation by Dr. Goyal with the help of his Asst. Doctor performed some practical exercise with dummy model to explain to the participants the Do's & don't s at accident spot to keep in mind. He concluded with the statement that if we decide to do something then no one can stop us, therefore one should be a Responsible citizen & help accidents victim.

This session was also very interactive and team of resource persons responded all the queries and questions. Most of the queries were related to certified BLS training courses, plans to train common road users, possibility of lives being saved by BLS services provided to road crash victims etc.

## 4.3 Ashwini Bagga

Mr. Ashwini Bagga, Consultant Road Safety cell. Transport Department, Jaipur started an interactive session for the participants by way of asking them some basic road signs followed

by the data and the reason behind the accidents. According to 2018 accidents data analysed there is 80% of Death age group is youth means bread winner of family . He highlighted that the maximum accidents happened because of Wrong Sign Board & Road Engineer, which is never included in any accident report and therefore it is very important to understand the road sign for everyone. He further said that the Road signs is also an important part of Road Safety. Road signs vision is only promote road safety, but there is some mandatory rules have to follow like Road sign is visible on Road clearly to everyone. It should be consistency manner. Colour (Red, Yellow, Green, White, blue), shape (circular, triangle, rectangle) & dimension (According to Road, according to speed) are also an important part of Sign Board . Mr. Bagga shown some sign board in his presentation, he defines sign by their shape - circular shape means mandatory sign, Triangle shape means warning sign, Rectangle shape means Informative sign. He discuss about hazards also with participants. Additionally shown some wrong sign board pictures to audience. He concluded his presentation by saying that everyone can contribute if road safety by sharing the picture of the wrong sign board anywhere while driving and sending him.



Mr. Bagga shown some of the basic road signs which shall be known by all the drivers but hardly anybody knows. His sessions was also well appreciated. Mr, Bagga responded all the queries and participants also responded most of his questions so overall the session was highly interactive.

### **5. Summary and Vote of Thanks:**

Madhu Sudan Sharma summarised the day long proceedings and touched upon the key take ways



of the workshop. He emphasized the need of implementing the new knowledge and information received during the day in the field so that some difference can be brought in in road behaviour and traffic management. He conveyed his sincere thanks on behalf of CUTS International to the panellists and the participants for giving their valuable time for such a great cause. He also give a special thanks to all the officials of State Road Safety Cellofficials and Mr. Rajesh Yadav, Transport Commissioner, Govt. of Rajasthan for his cooperation and including these capacity building programmes in the official state list activities during the 31<sup>st</sup> road safety week. He ended the session by taking the open suggestions and briefing all the participants about the recommendations came forward through the event.

## **6. Highlights:**

Following were the key highlights of the workshop.

- Participation of RTO was key energizer for participants. Workshop started well on time.
- The focus of the workshop was key risk factors only which was appreciated by participants.
- The technical session facilitators were subject exerts and sessions were highly interactive.

## **7. Low lights:**

Following were the key low lights of the workshop:

- The technical session of Prof. Sarkar should have been more effective if it would have been in Hindi.
- To cover the all key risk factors, at least two days' workshop is required so the given one day was not sufficient for the topics covered in the workshop.
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