

Capacity Building Workshop Report on
“Effective Enforcement of Key Risk Factors and Key Provisions of MV Act, 2019”
Jaipur, Rajasthan, 5th 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 31st 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 40 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 Jaipur 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 introduction, he made brief remarks on importance of 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 Opening Remarks

George Cheriyan, Director, CUTS International Jaipur gave the opening remarks and talked



about the delay in implementation of the new MV Act, 2019 by different states. Mr. Cheriyan while stating the shocking data of death by way of accidents stated that around 13 lakhs people have died during the last decade and 4,67,044 lakhs in 2018 where Rajasthan holds 6th rank witnessing highest rate of accidental deaths. Mr. Cheriyan spoke about the need for fixing the accountability on the authorities liable for bad road designing, layout and

maintenance. He Further spoke about the accidents occurred due to various risk factors, among them the leading risk factor is over speeding with 64.4 percentage of death caused in accidents. He also says this situation can be controlled by creating awareness about five key risk factors including wearing of helmets, seat belts, over speeding, drink and drive. He also stated that the deaths occurred due to these risk factors are avoidable with certain precautions. He also highlighted the need for making the law for the cab services in the state to carry Child Restraint system in the car to avoid injuries to child passenger in case of accident. Concluding his address by stating that the focus of transport department should not only to generate revenue for the government but also to focus on generating awareness among the people and to ensure that while doing this lives of people can be saved.

3.3 Special Address

Ms. Nidhi Singh, Deputy Transport Commissioner (Road Safety), Transport Department, Govt. of Rajasthan expressed her gratitude towards CUTS International to take initiative to

organise workshop for speeding and increasing awareness for road safety. She talked about statistics of road accidents in Rajasthan, she said the department set 2015 a base year and make a target to reduce 50% death in road accidents in 2020 but unfortunately they could not succeed after 2015 when they analysed deaths data they found number of 45 deaths decreased in 2016, Number of 21 deaths decreased in 2017 & Number of 124 deaths are decreased in 2018

compared to previous year. But in 2019 number of accidents increased 7%, & 2% deaths are increased. Jaipur is on 6th rank in number of deaths, which is not good for us. Ms Singh further briefed about the steps taken by the department of state and also about the new committee formed in last year budget declaration which will review & suggest (for betterment) all the work on road safety. This committee's Members include Transport minister, PWD Minister, UDH Minister, Education Minister, Medical & Health Minister and Home Minister. She highlighted that the department has also organised training programme for the officers of Police in regards to train them of the road regulation, Road accident investigation training for police, training for highway engineers also done with support of AITD. She also said that the department is training Police force for first aid also as they are the one who reaches the accident spot first. Ms. Nidhi Singh concluded her address by saying that there is a need of support from every department and every person to accomplish no causality on roads as it is a very complex job and not only the work of any one department.



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

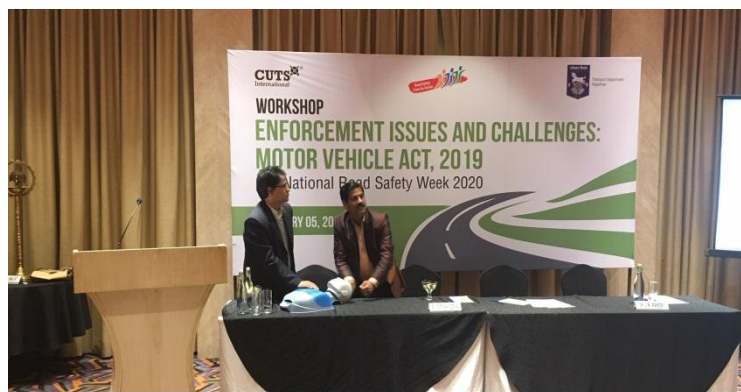
people will always make mistakes and may have road crashes—but the system should be forgiving and those crashes should not result in death or serious injury. Mr. Sarkar said that the main Causes of Accidents as reported are 1) Human Errors which is responsible in 80-90% cases (i.e. mistakes or wrong 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 respinded 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 Cell officials 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 31st 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.

- Full participation of the State Road Safety Cell and other key enforcement officials.
- The focus of the workshop was key risk factors only which was appreciated by participants.
- The technical session facilitators were subject experts and sessions were highly interactive.

7. Low lights:

Following were the key low lights of the workshop:

- High level officials like Transport Commissioner or Additional Director General of Police (Traffic) could not take part in the workshop due to their business.
- 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.