

FINAL REPORT

ORGANISING INTERACTIVE WORKSHOPS ON ISSUES AND CHALLENGES FOR EFFECTIVE ENFORCEMENT OF MOTOR VEHICLE ACT 2019 IN KERALA



Submitted to



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CENTRE FOR ENVIRONMENT AND DEVELOPMENT
THIRUVANANTHAPURAM
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PROJECT TEAM

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INTRODUCTION

Fatalities and injuries resulting from road traffic accidents are a major and growing public health problem in India. It constitutes 8-10 percent of global road deaths. Currently about 138,258 people are killed and another 509,667 are injured in road traffic accidents per year. These numbers are conservative estimates, however as some motor vehicle accidents are not reported to avoid lengthy and coercive adjudication problems. It is estimated that the country loses around 750 billion rupees per year due to road traffic accidents, which is 2-3 percent of the gross domestic product (GDP).

With the cumulative growth in roads and vehicles, Indian roads have seen the inevitable growth in road safety issues including accidents, injuries and fatalities. Sufferers on Indian roads hit an all time rise during 2016, with a total of 1.51 lakh people dying in 4.81 lakh accidents. This denotes 3 percent increase in fatalities over the previous year even though the number of accidents declined by 4.1 percent, indicating rise in the severity of accidents according to the report 'Road accidents in India 2016'. The share of fatal accidents and seriously injured rose to 28.3 percent and 25.1 percent during 2016, as against 26.3 and 23.9 percent respectively in 2015. Among the cities, Chennai had the highest number of road accidents (7486) while Delhi had the highest fatalities (1591) in 2016. The accident severity in 50 cities with over a million population rose sharply to 19.8 2016, as compared with 14.9 percent in 2015. Among the states, Tamil Nadu's share of total number of accidents is maximum with a value of 14.9 percent followed by Madhya Pradesh with a share of 14.2 percent. The accident data for selected cities in India reveal that four metropolitan cities (Delhi, Chennai, Mumbai and Bangalore) except Kolkata contribute 61 percent of road accidents in the selected cities, which is about 11 percent of total accidents in the country. The mixed traffic conditions on Indian roads is often said to be responsible for the high accident rate.

The unique conditions on Indian roads including a heterogeneous traffic mix that includes high-speed vehicles sharing the road space with vulnerable road users as well as unsafe road infrastructure and vehicles that are in poor condition, all contribute to the high fatality rates seen on India's roads. Large-scale interventions related to transport infrastructure are being planned in India and are also predicted to have good returns on investments. But still there is no significant potential for road traffic injuries reductions by providing multi modal

transportation and improvements to road design standards in at least in urban areas, thereby reducing vehicle miles travelled.

Driving recklessly/dangerously, non-observance of traffic rules, like crossing speed limit, jumping red light, driving without driving licence, driving by untrained/disqualified driver, driving by minor, driving under the influence of liquor, driving while talking on mobile, driving without helmet, ill-health of vehicle and bad road infrastructure are amongst the causes of road accidents. We may also note the following description of the chaotic conditions prevailing on Indian roads, in the words of Hon'ble Mr. Justice V. R. Krishna Iyer:

“More people die of road accidents than by most diseases, so much so the Indian highways are among the top killers of the country....

“Parking of heavy vehicles on the wrong side, hurrying past traffic signals on the sly, neglecting to keep to the left of the road, driving vehicles criss-cross, riding scooters without helmets and with whole families on pillions, thoughtless cycling and pedestrian gay walking with lawless ease, suffocating jam-packing of stage carriages and hell-driving of mini-buses, overloading of trucks with perilous projections and, above all, policemen, if any, proving by helpless presence that law is dead in this milieu charged with melee – such is the daily, hourly scene of summons by Death to innocent persons who take to the roads, believing in the bona fides of the traffic law” (*Rattan Singh v. State of Punjab* (1979) 4 SCC 719)

Roads are essential to our everyday lives. We all use them in some way, by driving, riding, walking or travelling as a passenger, and we depend on them to obtain goods and services. Unfortunately, this comes at a price, which includes people being killed and injured. However, road deaths and injuries are not inevitable. The last few decades have demonstrated that effective and comprehensive road safety strategies can reduce the number of people killed or injured on the road, despite increasing traffic levels. A Road Traffic Accident can be defined as " An event that occurs on a way or street open to public traffic; resulting in one or more persons being injured or killed, where at least one moving vehicles is involved". Thus, it is a collision between vehicles; between vehicles and pedestrians; between vehicles and animals; or between vehicles and geographical or architectural obstacles. Road traffic accidents are a human tragedy. They involve human suffering and socio-economic costs in terms of premature deaths, injuries, loss of productivity etc.

Sustainable transport has significant potential as a road safety policy because of the numerous co benefits that can be achieved while reducing road traffic injuries (e.g., reduced greenhouse gas emissions and pollutants, reduced congestion, improved accessibility for all transport modes). However, such evidence has not resulted in actual investments in India. Despite the

need for and availability of cost-effective interventions, an implementation gap persists. That is, the growing body of evidence supporting the use of road traffic injuries interventions has yet to be operationalised into an effective program on the ground.

Despite the growing burden of road traffic fatalities and injuries, road safety has received insufficient attention at the central, state, and local government levels. The responsibility of dealing with the various aspects of problems including road worthiness test for vehicles, the design of road networks and roads, urban planning, the introduction and enforcement of road safety legislations, and post-crash medical care is divided among many different agencies, sectors, and groups. There has usually been no leader to ensure that they coordinate their efforts and address the problem holistically. This situation needs to change so that responsibility is clearly assigned, specific roles are allocated to specific agencies, and duplication is avoided.

The Motor Vehicles Act 1988 regulates almost all aspects of road transport vehicles. It provides detailed guidelines on licensing of the drivers and conductors, registration of motor vehicles, the provision on controlling their permits, traffic regulations, related insurances, liabilities, and penalties. However, there was an urgent need for making changes in act considering the changes in the road scenario for the last 30 years. Considering all these things, and with a lot of consultations with all stakeholders, the Government of India has recently updated the traffic rules in India, Motor Vehicle Act, 1988 and Central Motor Vehicle Rules, 1989, with the Motor Vehicle (Amendment) Act 2019. The new act came into effect from September 1st.

In addition to the Central Acts, Rules and Regulations, States can also play a critical role in the area of Road Safety, since they are mostly responsible for enforcing the state and national road safety laws, rules and regulations. Accordingly, the Government of Kerala has issued notification in changing the fine considering Kerala situations. However, there is a need for proper capacity building of the enforcing officers for the proper implementation of the rules and regulations.

OBJECTIVES OF THE THREE WORKSHOPS

The workshop was proposed as part of a global project by CUTS International and was planned to conduct in the State of Kerala in partnership with Centre for Environment and Development with active involvement of Kerala Road Safety Authority (KRSA). The overall

objective is to increase the capacity of the enforcing officers of the various departments concerned with road safety in Kerala by organising three interactive workshops for road safety implementation officials of Kerala on New Motor Vehicle (Amendment) Act, 2019 and its key provisions. The workshop is proposed to discuss on the Issues and Challenges for Effective Enforcement of Key Risk factors related to road safety and the way forward.

The major topics for discussion identified under the main theme are:

1. Effective Enforcement of Key Risk factors (Excessive Speed, Drink & Drive and Distractive Driving, Wearing helmet, Seat Belt and Child Restraint System etc.)
2. Basic Life Support and Trauma Care Management
3. Engineering Design for new roads and identification of black spots
4. Need for better education for a attitudinal change for road users and enforcement officers

METHODOLOGY

Planning

As a first step towards implementation of the team from CED made consultation with the following departments which are the major institutions for implementing the Motor Vehicle (Amendment) Act 2019.

- Kerala Road Safety Authority (KRSA)
- Motor Vehicle Department (MVD)
- Kerala Police Department (KP)
- Public Works Department (PWD)
- Department of Health
- National Transportation Planning and Research Centre (NATPAC)

All the agencies agreed to provide all possible helps and the KRSA whole heartedly agreed the proposal to coordinate with all agencies to get suitable participants for the three workshops. They suggested to conduct two workshops during the National Road Safety Week in January, 2020 and one after that.

They have suggested that the following staffs to be selected for the workshops initially.

- Motor Vehicle Department (Motor vehicle inspectors and Asst. Motor Vehicle Inspectors in Enforcement duty)

- Kerala Police Department (Circle Inspectors and Sub Inspectors on Traffic duty)
- Kerala Road Safety Authority (Senior staffs associated with Road User Safety, Community Liaison & Govt. Support and Data Analysis & Performance monitoring)
- Public Works Department (Asst. Engineers in the Road Safety Cell)
- National Transportation Planning and Research Centre (Scientists and Research Associates)

As the health department is fully engaged with other works they were not willing to share participants for workshops.

KRSA has agreed to directly invite the participants to attend the workshop and the follow up activities to get the participant lists from the departments has to be done by CED.

Implementation

There were three workshops conducted in region-wise along the state of Kerala. An abstract of the program conducted is given in table below:

Sl. No.	Date	Place & Venue	Chief Guest	Number			
				MVD	KP	Others	Total
1.	13.01.2020	Kannur	Shri. Shankar Reddy IPS , Road Safety Commissioner, Kerala	26	21	24	71
2.	17.01.2020	Thiruvananthapuram	Smt R Sreelekha IPS , Transport Commissioner, Govt of Kerala	21	19	19	59
3.	24.02.2020	Ernakulam	Shri Ajithkumar M P , Deputy Transport Commissioner, Central Zone II, Ernakulam	19	30	17	66

MVD-Motor Vehicle Department, KP – Kerala Police, Others include- i. Kerala Road Safety Authority ii. Public Works Department, iii. National Transportation Planning and Research Centre and iv. Resource persons and organisers.

The first workshop was conducted at Kannur on 13th January 2020 for the Northern region of Kerala as per the schedule given in annexure 1. The officers, mainly from Kasaragod, Kannur, Kozhikkode, Wayanad, Malappuram and Thrissur districts have attended the workshop. Dr Sabu T (Program Director, CED) did the welcome speech. The program was inaugurated by Shri. Shankar Reddy IPS, Road Safety Commissioner, Kerala. Shri. George Cheriyan (Director, CUTS International) did the opening remarks. Interactive sessions were handled by Shri. Gokul, T G (RTO, Malappuram), Dr Venugopalan P P (Director & Lead Consultant,

Emergency Medicine, Aster DM Healthcare Group), Dr. P M Mohammed Najeeb (Dy. Transport Commissioner (Rtd.)) and Shri. Shaheem S (Principal Scientist, NATPAC, Thiruvananthapuram). Shri. Baiju P (Program Officer, CED) did the vote of thanks. The participant list and selected photographs of the program conducted are attached with this report as Annexure-II and Annexure-III respectively.

The second workshop was conducted at Thiruvananthapuram on 17th January 2020 at the Southern region of Kerala as per the schedule given in annexure IV.; The participants are mainly from Thiruvananthapuram, Kollam, Pathanamthitta district. Dr. Babu Ambat (Executive Director, CED) did the welcome speech. Sri Satyapal Singh (Program Associate, CUTS International, Jaipur) delivered a brief introduction of the project. Shri T Elangovan (Executive Director, KRSA) give an introduction to the workshop. The program was inaugurated by Smt. R Sreelekha IPS, Transport Commissioner, Govt. of Kerala. Interactive sessions were handled by Dr. B G Sreedevi (Chief Scientist, NATPAC, TVM), Dr. Shiju Stanley (Consultant and Head, Department of Emergency Medicine, Ananthapurai Hospital, TVM) Shri. Shaji PM Dy. Transport Commissioner (Rtd.), Shri Satheesh V (Kerala State Transport Project). Dr Sabu T (Program Director, CED) did the vote of thanks. The participant list and selected photographs of the program are attached with this report as Annexure-V and Annexure-VI respectively.

The third and final workshop was conducted at Ernakulam on 24th February 2020 at the central region of Kerala as per the schedule given in annexure VII. The participants are from Alappuzha, Kottayam, Idukki, Ernakulam, Thrissur and Palakkad districts have attended the workshop. Dr. Sabu T (Program Director, CED) did the welcome speech. Inauguration and Key note address was done by Shri. Ajithkumar M P (Deputy Transport Commissioner, Central Zone II, Ernakulam). Shri. Adarsh Kumar S Nair (RTO (Rtd.), Ernakulam), Shri. Satheesh V (Superintend of Police (Rtd.), Road Safety Consultant, Kerala State Transport Project), Shri. Niju Alagesan (Director (Performance Monitoring), Kerala Road Safety Authority) and Dr. Johnson K Varghese (MRCEM, Consultant, Emergency Medicine, Aster Medcity, Kochi). Shri. Baiju P (Program Officer, CED) did the vote of thanks. The programme schedule, participant list and selected photographs of the program conducted at Ernakulam are attached with this report as Annexure-VII, Annexure-VIII and Annexure-IX respectively.

MAJOR SUGGESTIONS FROM PARTICIPANTS

All the chief guests participated in the workshop has unanimously agreed on the importance of the interactive workshops and the need for proper education of the implementing officers and getting their suggestions for the further improvement of the system. There is a need for the implementing officers to report to the senior officials about the issues and challenges faced by them and find solutions within purview of the act and rules. This workshop has given an opportunity to the enforcing officers to convey their problems and suggest measures to improve. This workshop has provided necessary inputs to the State (conveyed through Kerala Road Safety Authority) to achieve good progress in road safety through developing and implementing comprehensive action plan and policy documents in tune with the Central rules by analysing various issues related to it like road traffic crashes, drunken driving, taking personnel safety measures etc.

The major concerns raised by them are:

- People have a misconception that driving at night is safer because the number of vehicles the pedestrians is limited. The night visibility and over speed are the main reasons for night accidents. In fact, the absolute risk of accident at night is greater than as compared to day, especially between 10.00 pm to 6.00 am.
- As a state like Kerala with less road space and huge number of vehicles, the tailgating is most common and challenging issue. In order to mitigate this problem government should take initiative to conduct awareness programs among public.
- Urban pedestrians facing so many issues such as obstruction from street vendors, advertisement boards, overcrowding, poor signage, difficulties in crossing etc.
- The lack of proper certification, calibration and maintenance of equipment such as breath analyzer which makes the offenders to easily get release from the court.
- Issues related to License; especially about the proper control on driving schools and periodic checking.
- Issues related to the availability of the diver details of accident causing vehicles and need for issuing notice to drivers instead of owners.
- The poor management of service roads causes challenges in traffic management. Service road development and maintenance should be done more scientifically and timely.
- The major risk factors of accidents like over speeding; safety in road engineering, visibility, drunk and driving, non use of seat belts, non- use of helmets and use of mobile phones during driving should taken first to reduce accidents. However, the issues like keeping lane discipline, signal jumping, overtaking through wrong sides, overtime duty by

drivers, pedestrian rights like good foot path, walkways, hazardless road crossing, noise pollution affecting the health of public, etc. should also be given ample considerations.

- Political involvement and revenges to the enforcement officers is one of the reason for the enforcement officers not to report many offences.
- Reducing the enhanced fines in original act by the State Government has to be scientifically assessed and defined.
- Safety issues with respect to road planning and design and maintenance of roads and placed high priority for identification and rectification of black spots.
- The road design should consider the needs non-motorized transport, pedestrians, vulnerable and physically challenged. Placing hoarders on roadside should also to be controlled by law.
- The speeding limits in the roads shall be based on the road condition prescribed by the Indian Road Congress and other statutory bodies. Modifying this by other agencies without proper studies has to be checked.
- The Kerala Road Safety Act has to provide more statutory powers to the body. The provisions for district and local body level committees has to be frequently monitored and the participation of local authorities has to be ensured.
- Availability of good ambulance services and emergency medical services to support the victims has to be increased.
- Pollution from vehicles, air and noise through horn and vehicle sounds is a matter which has to be taken seriously. This is an important issue for traffic enforcement officers as it affects their health condition.
- The powers of the Police are limited under the MV Act and only a few sections are there in the Act which enable police to register cases and the fines that can be imposed is also not substantial.
- Proper follow up action taking is lacking for many of the offences noticed, which needs more clarity in the state rules and directions.
- Proper awareness creation to the public as well as drivers and periodic capacity building of enforcement officers has to be an integral part of the law enforcement.
- Awareness creation to all types of road users is the need of the hour and the activities of various departments/institutions has to be brought under one umbrella monitored by KRSA. Proper monitoring and impact analysis of each activity is also needed.

- Government to publish suitable material to educate public about role of “Good Samaritans” and the ambiguities in this regard has to be sorted out in the new road safety policy
- Mandatory refresher training/continued education to drivers under different sectors.
- The road safety should be an integral part of the school curriculum for which proper directions are needed in the state road safety policy.

ANALYSIS OF FEEDBACK FROM PARTICIPANTS ON THE WORKSHOP

The feedback from participants were collected from all the participants based on a 10 point questionnaire as given below:

INTERACTIVE WORKSHOPS ON ISSUES AND CHALLENGES FOR EFFECTIVE ENFORCEMENT OF MOTOR VEHICLE (AMENDMENT) ACT, 2019

Feedback (“√” mark in the appropriate box)

1. Relevance of the present workshop			
Highly relevant	Relevant	Irrelevant	No opinion
2. Assessment of topics covered			
2a. Effective Enforcement of Key Risk factors			
Relevance	Overall quality of presentation	Time allotted for topic	Time for Interaction
Highly relevant	Excellent	Appropriate	Appropriate
Relevant	Good	Short	Short
Irrelevant	Average	Longer than necessary	Longer than necessary
No opinion	No opinion	No opinion	No opinion
2b. Need for an attitudinal change among the road users/enforcement officers			
Highly relevant	Excellent	Appropriate	Appropriate
Relevant	Good	Short	Short
Irrelevant	Average	Longer than necessary	Longer than necessary
No opinion	No opinion	No opinion	No opinion
2c. Trauma care and Emergency Management			
Highly relevant	Excellent	Appropriate	Appropriate
Relevant	Good	Short	Short
Irrelevant	Average	Longer than necessary	Longer than necessary
No opinion	No opinion	No opinion	No opinion
2d. Engineering Design for new roads and identification of black spots			
Highly relevant	Excellent	Appropriate	Appropriate
Relevant	Good	Short	Short
Irrelevant	Average	Longer than necessary	Longer than

			necessary
No opinion	No opinion	No opinion	No opinion
3. Overall Time Management			
Excellent	Good	Average	Below Average
4. Role of the workshop in elevating your professional/personal knowledge			
Helped to large extent	To some extent	No use	No opinion
5. Role of the workshop in developing contacts with officers from own/other departments			
Helped to large extent	To some extent	No use	No opinion
6. Workshop Venue			
Excellent	Good	Average	Below Average
7. Food Quality			
Excellent	Good	Average	Below Average

8. Please grade the entire program in the given scale (1 very poor and 10 Excellent)

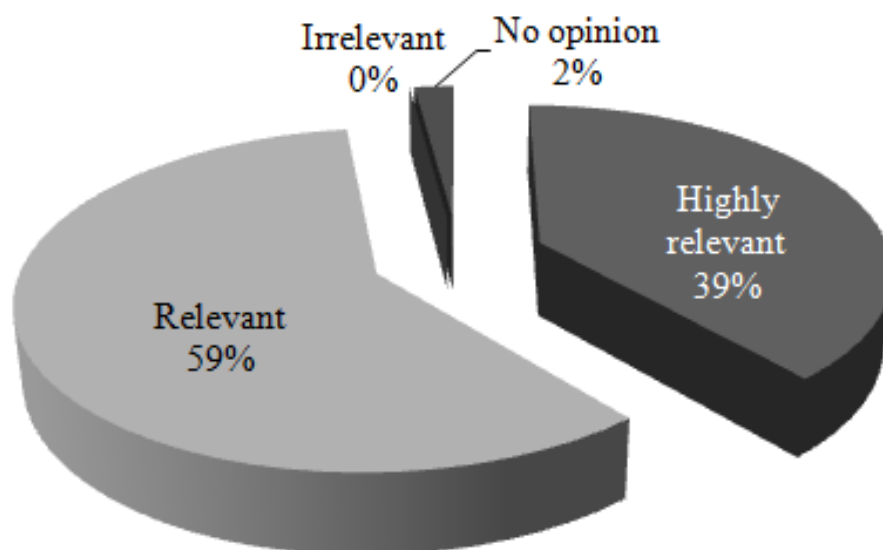
1	2	3	4	5	6	7	8	9	10
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9. New information received from the workshop, if any

10. Specific Comments on the items mentioned above, if any, and suggestions/ to improve future workshops/additional topics required, if any etc.

All feedbacks received from participants were critically analysed and the findings are given below.

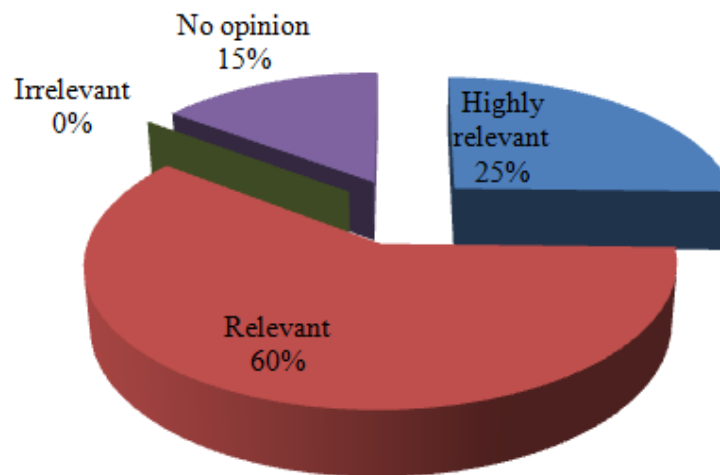
1. Relevance of the present workshop.



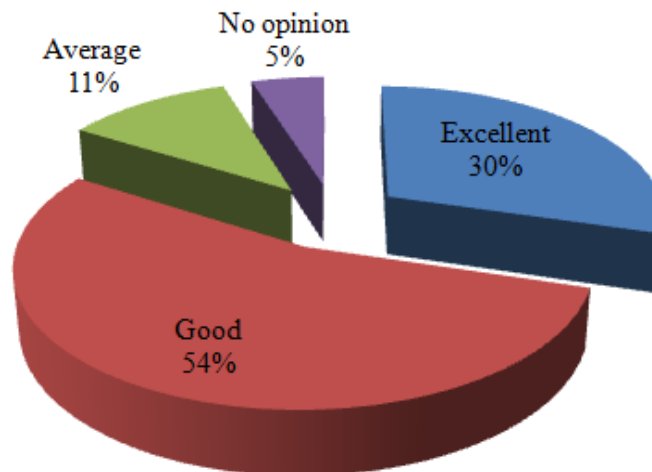
2. Assessment of topics covered

2a. Effective Enforcement of Key Risk factors

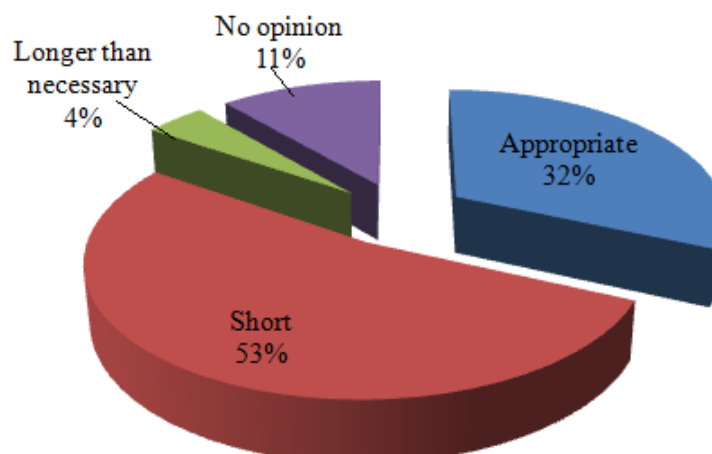
2a1. Relevance

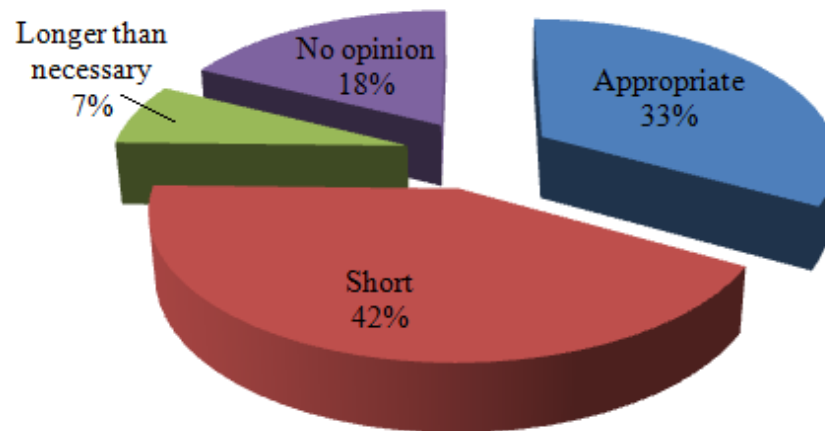
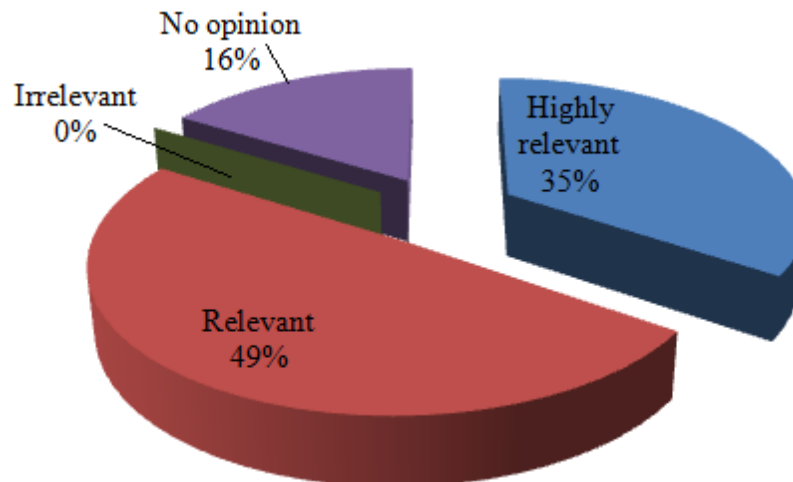
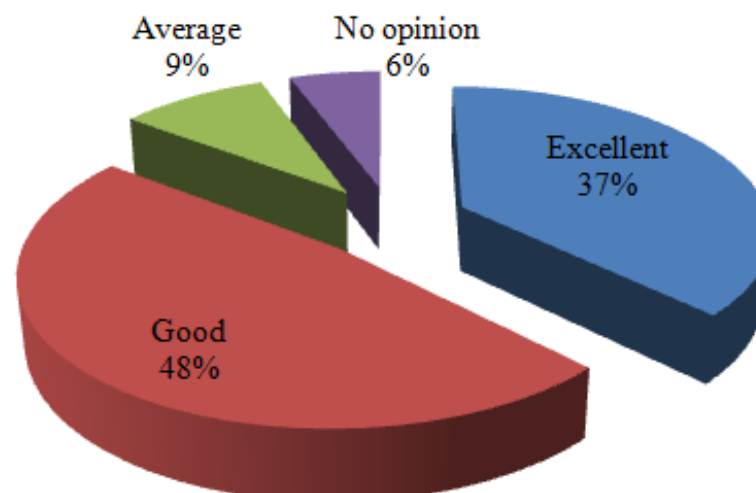


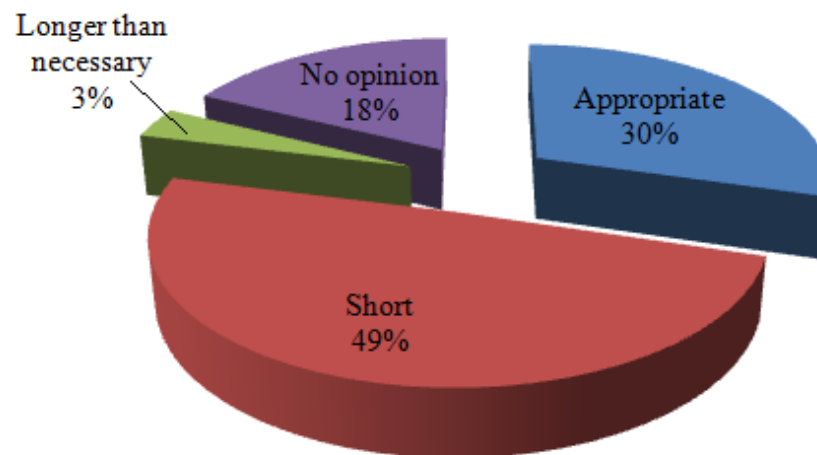
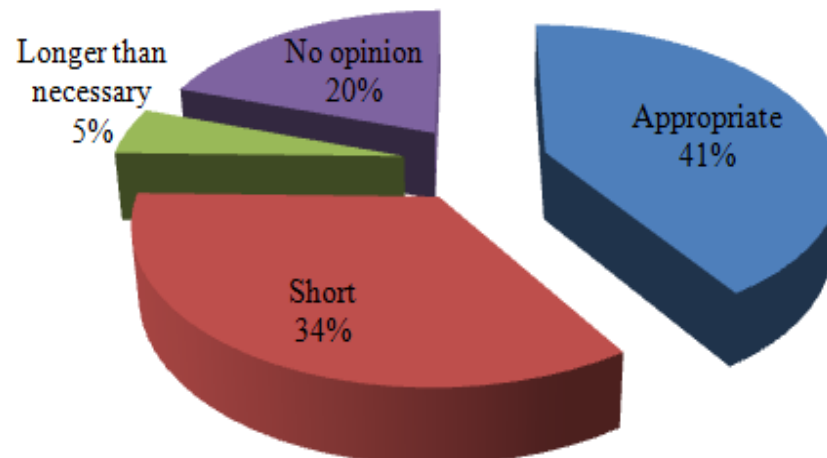
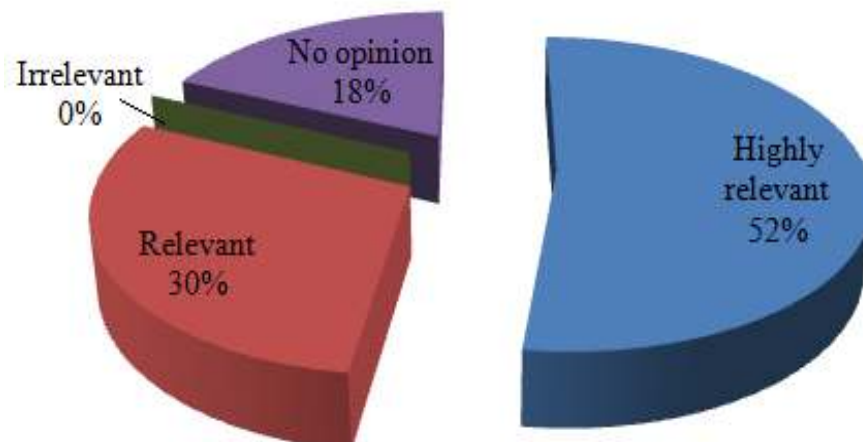
2a2. Overall quality of presentation

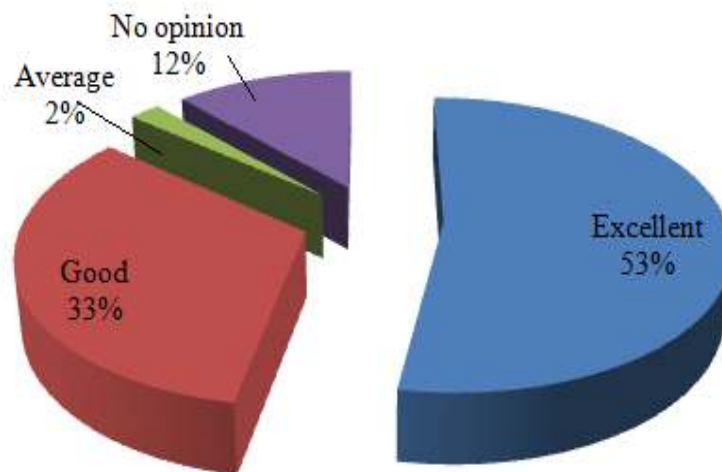
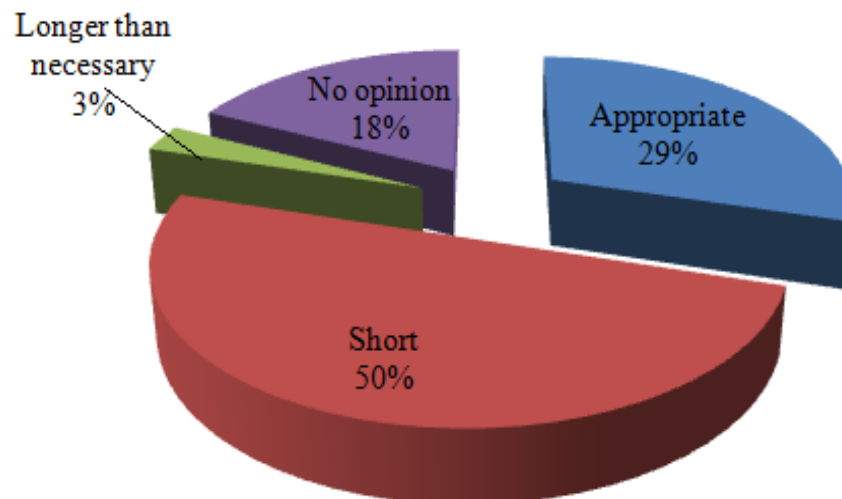
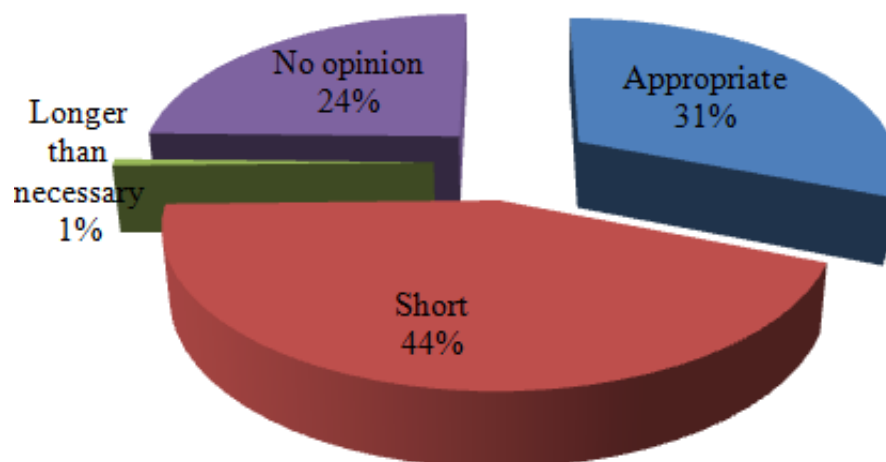


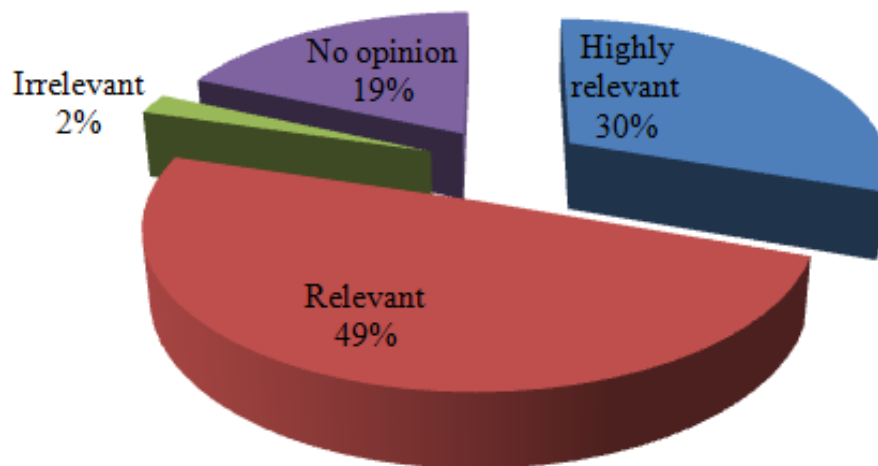
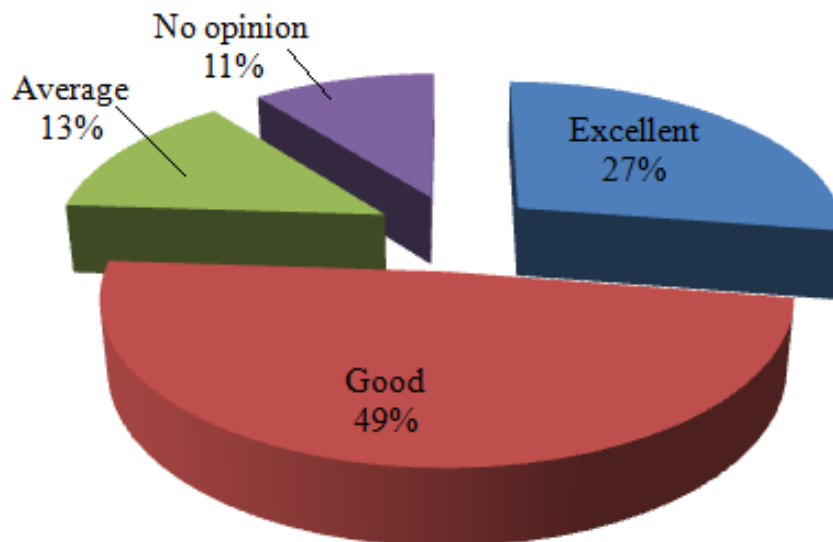
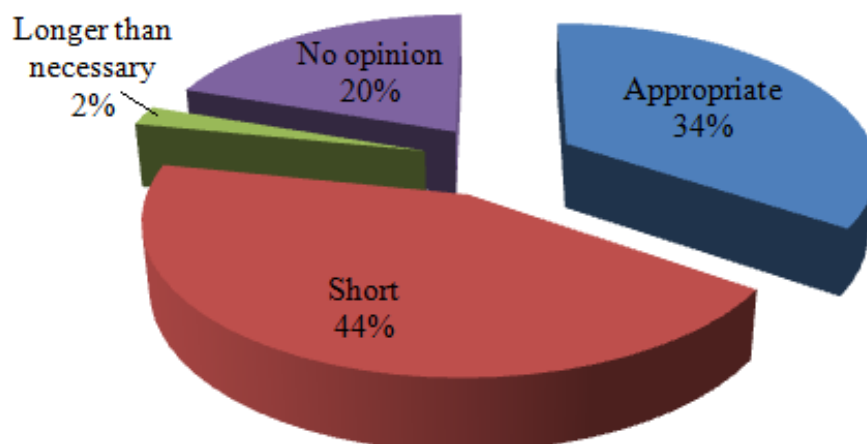
2a3. Time allotted for topic

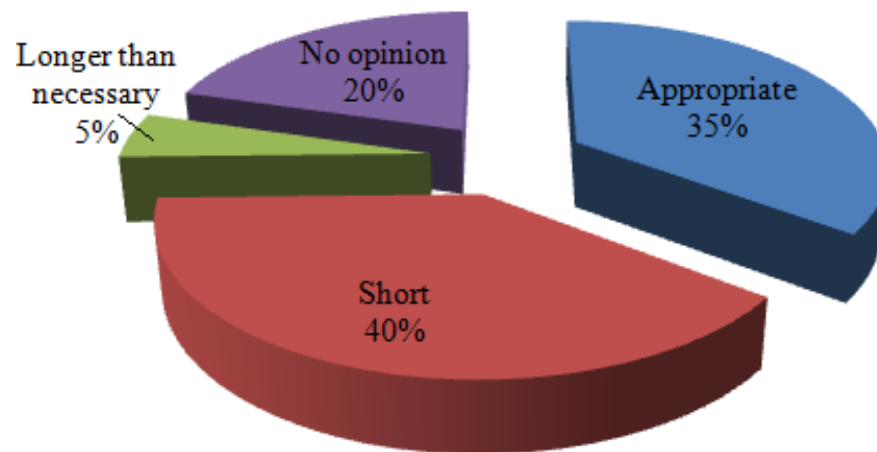
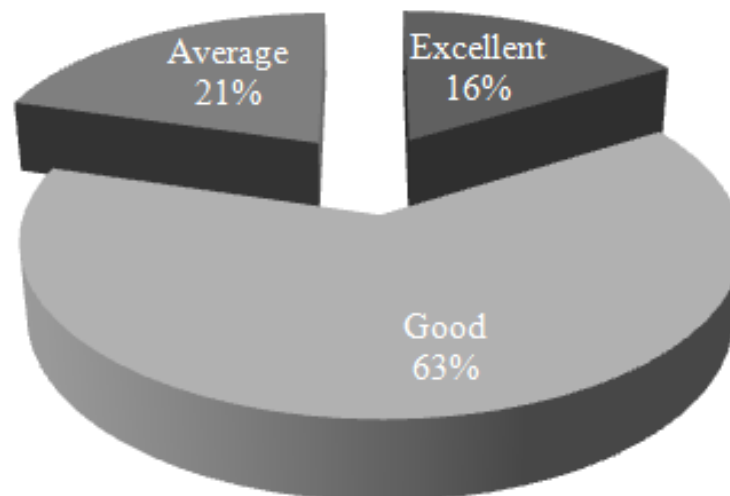
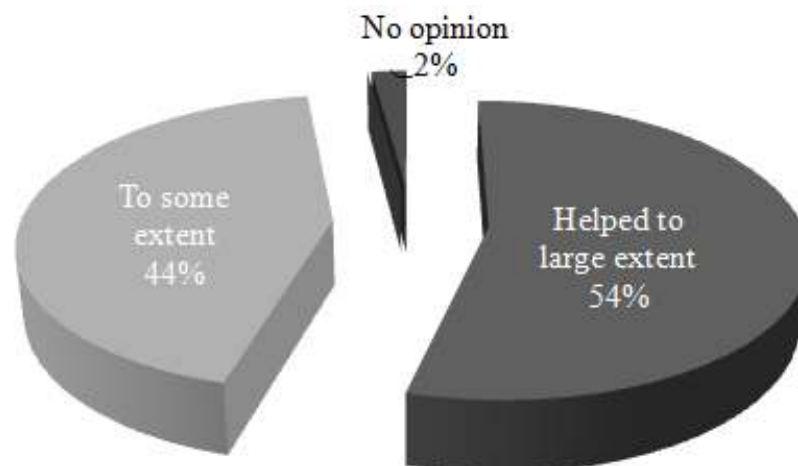


2a4. Time for Interaction**2b. Need for an attitudinal change among the road users/enforcement officers****2b1. Relevance****2b2. Overall quality of presentation**

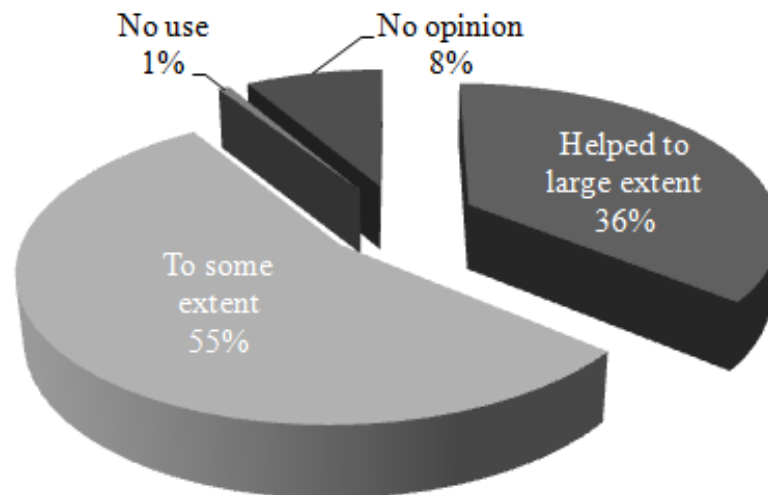
2b3. Time allotted for topic**2b4. Time for Interaction****2c. Trauma care and Emergency Management and BLS****2c1. Relevance**

2c2. Overall quality of presentation**2c3. Time allotted for topic****2c4. Time for Interaction****2d. Engineering Design for new roads and identification of black spots**

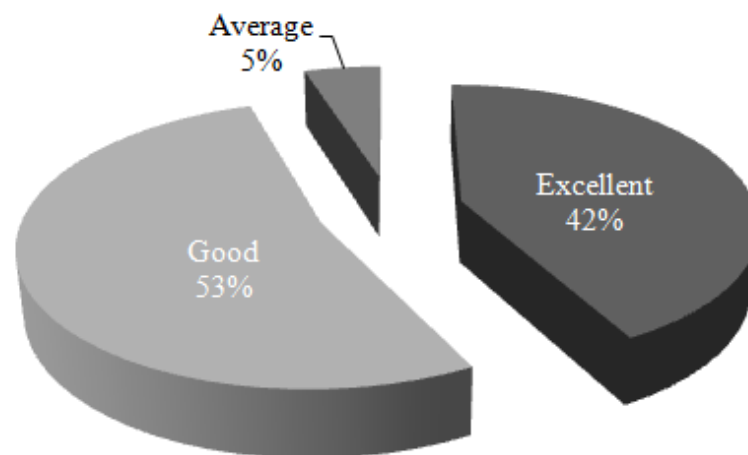
2d1. Relevance**2d2. Overall quality of presentation****2d3. Time allotted for topic**

2d4. Time for Interaction**3. Overall Time Management****4. Role of the workshop in elevating your professional/personal knowledge**

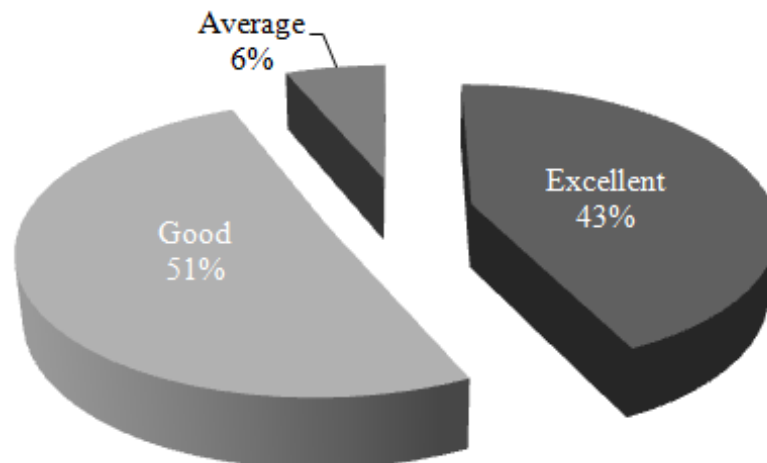
5. Role of the workshop in developing contacts with officers from own/other departments



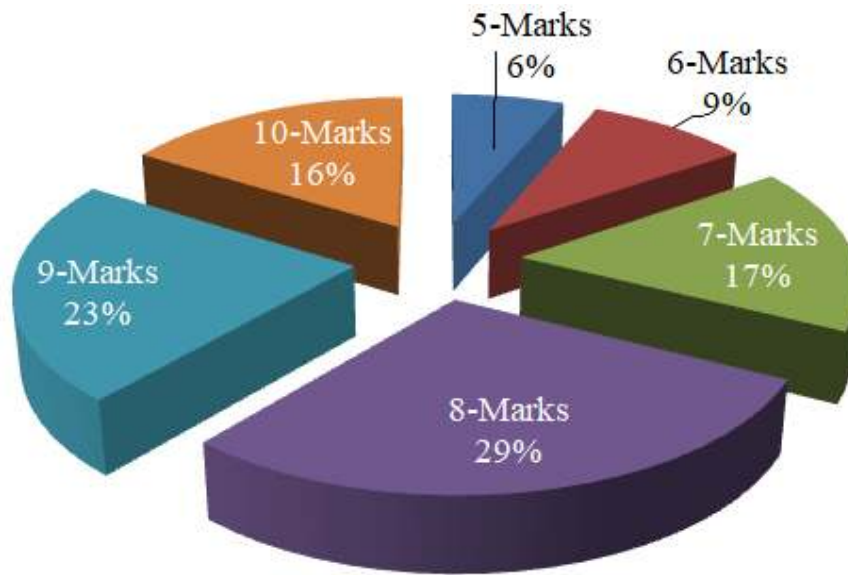
6. Workshop Venue



7. Food Quality



8. Grading the entire program in the given scale (1 very poor and 10 Excellent)



9. New information received from the workshop, if any

About 75% participants responded to this question and informed that they got many new information with respect to motor vehicle (amendment) act and implementation of road safety measures. Some participants also informed that this was their first experience; they have got to interact with experts and senior officers regarding the implementation issues. They have routine procedures which don't provide any space for raising issues while implementing law in the field. Now they are aware that they can also suggest measures to raise issues while reporting and suggest measures to improve.

10. Specific Comments on the items mentioned above, if any, and suggestions/ to improve future workshops/additional topics required, if any etc.

More than 50% of people commended that the main issue with the workshop is shortage of time and it should be a two-day program covering more topics and giving more time for interaction. Other comments and suggestions are related to law implementation and are given in the report in the suggestion part.

ANNEXURE I PROGRAM SCHEDULE- KANNUR



Kerala Road Safety Authority

WORKSHOP ON MOTOR VEHICLE (AMENDMENT) ACT, 2019: ENFORCEMENT ISSUES, CHALLENGES AND WAY FORWARD JANUARY 13, 2020, KANNUR

Program Schedule

11.00 AM	REGISTRATION
11.15 AM to 11.45 AM	OPENING SESSION
Welcome	Dr Sabu T Program Director, CED
Opening Remarks	Sri George Cheriyan , Director, CUTS International
Keynote Address	Sri Shankar Reddy IPS , Road Safety Commissioner, Kerala
11.45 AM to 4.15 PM	INTERACTIVE SESSIONS
11.45 AM to 1.00 PM	Effective Enforcement of Key Risk factors (Excessive Speed, Drink & Drive and Distractive Driving, Wearing helmet, Seat Belt and Child Restraint System etc.) Shri. Gokul, T G , RTO, Malappuram
1.00 PM to 1.45 PM	LUNCH
1.45 PM to 2.30 PM	Trauma care and Emergency Management- Dr Venugopalan P P , Director & Lead Consultant, Emergency Medicine, Aster DM Healthcare group Member, KRSA
2.30 PM to 3.30 PM	Need for an attitudinal change among the road users as well as enforcement officers- Dr. P M Mohammed Najeel -Dy. Transport Commissioner (Rtd.)
3.30 PM to 4.15 PM	Engineering Design for new roads and identification of black spots – Sri. Shaheem S. , Principal Scientist, NATPAC, Thiruvananthapuram
4.15 AM to 5.00 PM	CLOSING SESSION
Special Address	Rajiv Puthalath Joint Transport Commissioner & Secretary, STA
Summing up and Feedback from Participants	
Vote of Thanks	Sri Baiju P , Program Officer, CED

ANNEXURE II
LIST OF PARTICIPANTS- KANNUR

**INTERACTIVE WORKSHOPS ON ISSUES AND CHALLENGES FOR EFFECTIVE
ENFORCEMENT OF MOTOR VEHICLE (AMENDMENT) ACT, 2019
JANUARY, 13, 2020, KANNUR**

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70	Mr. Sudheesh S Driver, CED, Thiruvananthapuram	95621 72627

ANNEXURE III
SELECTED PHOTOGRAPHS- KANNUR



Sri N Shanker Reddy IPS



Sri Goerge Cheriyan



Dr. T Sabu



Shri. Gokul, T G,





ANNEXURE IV
PROGRAM SCHEDULE- THIRUVANANTHAPURAM



Kerala Road Safety Authority

**WORKSHOP ON
MOTOR VEHICLE (AMENDMENT) ACT, 2019: ENFORCEMENT ISSUES,
CHALLENGES AND WAY FORWARD
JANUARY 17, 2020, THIRUVANANTHAPURAM
VENUE: HOTEL MOURYA RAJADHANI, STATUE-GH ROAD**

Program Schedule

10.00 AM to 10.15 AM	REGISTRATION
10.15 AM to 10.45 AM	OPENING SESSION
Welcome	Dr Babu Ambat Executive Director, CED
Brief Introduction on the Project	Sri Satyapal Singh , Program Associate, CUTS International, Jaipur
Inauguration and Keynote Address	Smt R Sreelekha IPS , Transport Commissioner, Govt of Kerala
Introduction to the Workshop	Shri T Elangovan , Executive Director, KRSA
10.45 AM to 3.45 PM	INTERACTIVE SESSIONS
10.45 AM to 12.00 Noon	Engineering Design for new roads and identification of black spots – Dr. B G Sreedevi , Chief Scientist, NATPAC, TVM
12 Noon to 1.00 PM	Trauma care and Emergency Management- Dr. Shiju Stanley , Consultant and Head, Department of Emergency Medicine, Ananthapurai Hospital, Thiruvananthapuram
1.00 PM to 1.45 PM	LUNCH
1.45 PM to 2.45 PM	Effective Enforcement of Key Risk factors (Excessive Speed, Drink & Drive and Distractive Driving, Wearing helmet, Seat Belt and Child Restraint System etc.) Shri. Shaji PM Dy. Transport Commissioner (Rtd.)
2.45 PM to 3.30 PM	Need for an attitudinal change among the road users as well as enforcement officers- Shri Satheesh V , Kerala State Transport Project
3.30 PM to 4.00 PM	CLOSING SESSION
Summing up and Feedback from Participants	
Vote of Thanks	Dr Sabu T Program Director, CED

ANNEXURE V
LIST OF PARTICIPANTS- THIRUVANANTHAPURAM

**INTERACTIVE WORKSHOPS ON ISSUES AND CHALLENGES FOR EFFECTIVE
 ENFORCEMENT OF MOTOR VEHICLE (AMENDMENT) ACT, 2019
 JANUARY, 17, 2020, THIRUVANANTHAPURAM**

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30	Mr.Baiju S ASI of Police Aryanadu Police Station	9497930608
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37	Mr.Pramoj M.K SI of Police Traffic Enforcement	9447001319
38	Mr.Krishnan Kutty SI Kilimanoor PS	9497930434
39	Mr.Ajayakumar. B ASI, Adoor Traffic	9400475020

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ANNEXURE VI

SELECTED PHOTOGRAPHS- THIRUVANANTHAPURAM



Smt. R Sreekala IPS



Sri T Elangovan



Dr Babu Ambat



Sri Satyapal Singh



Dr T Sabu





Sri V Sateesh



Sri Shaji P M



Dr. Shiji Stanley



View of Participants



Dr. B G Sreedevi



View of Participants



ANNEXURE VII PROGRAM SCHEDULE- ERNAKULAM



Kerala Road Safety Authority

**WORKSHOP ON
MOTOR VEHICLE (AMENDMENT) ACT, 2019: ENFORCEMENT ISSUES,
CHALLENGES AND WAY FORWARD
24 FEBRUARY 2020, ERNAKULAM
HOTEL CORAL ISLE, OPPOSITE ERNAKULAM TOWN RAILWAY STATION**

Program Schedule

10.00 AM to 10.15 AM	REGISTRATION
10.15 AM to 11.00 AM	OPENING SESSION
Welcome	Dr Sabu T Program Director, CED
Brief Introduction on the Project	Shri Madhu Sudan Sharma , Senior Programme Officer, CUTS International, Jaipur
Inauguration & Keynote Address	Shri Ajithkumar M P , Deputy Transport Commissioner, Central Zone II, Ernakulam
11.00 AM to 4.00 PM	INTERACTIVE SESSIONS
11.00 AM to 12.15 PM	Effective Enforcement of Key Risk factors (Excessive Speed, Drink & Drive and Distractive Driving, Wearing helmet, Seat Belt and Child Restraint System etc.) Shri. Adarsh Kumar S Nair RTO (Rtd.), Ernakulam
12.15 Noon to 1.15 PM	Need for an attitudinal change among the road users as well as enforcement officers Shri Satheesh V , Superintend of Police (Rtd.) Road Safety Consultant, Kerala State Transport Project
1.15 PM to 2.00 PM	LUNCH
2.00 PM to 3.00 PM	Engineering Measures for Safe Roads – Accident black spot identification and rectification Shri Niju Alagesan , Director (Performance Monitoring), Kerala Road Safety Authority
3.00 PM to 4.15 PM	First Aids and Basic Life Support Dr. Johnson K Varghese MRCM, Consultant, Emergency Medicine, Aster Medcity, Kochi
4.15 PM to 5.00 PM	CLOSING SESSION Summing up and Feedback from Participants
Vote of Thanks	Shri Baiju P Program Officer, CED

ANNEXURE VIII
LIST OF PARTICIPANTS- ERNAKULAM

**INTERACTIVE WORKSHOPS ON ISSUES AND CHALLENGES FOR EFFECTIVE
ENFORCEMENT OF MOTOR VEHICLE (AMENDMENT) ACT, 2019
FEBRUARY, 24, 2020, ERNAKULAM**

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32	Mr. Unnikrishnan SI, Traffic Unit Muvattupuzha Ernakulam Rural	9497962481
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ANNEXURE IX SELECTED PHOTOGRAPHS- ERNAKULAM



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