

UNSAFE ROADS: UNSAFE DRIVING

A CITIZENS' REPORT ON THE STATE OF TRAFFIC IN SALEM CITY



இந்தியாவில்

**சாலை விபத்துகள் அதிகம்
நடக்கும் மாநிலம் தமிழகம்**

சேலம், ஜூலை 26: இந்தியாவில் அதிக சாலை விபத்துகள் நடக்கும் மாநிலம் தமிழகம் என்று சேலத்தில் நடந்த விழிப்புணர்வு நிகழ்ச்சியில் தகவல் தெரிவிக்கப்பட்டது.

சாலை விபத்துகளை தடுக்க வலியுறுத்தி சேலத்தில் புகழைத் தாயகம் அமைப்பின் சார்பில் விழிப்புணர்வு மனித சங்கீதம் நடந்தது. காந்தி ரோட்டில் நடந்த மனித சங்கீதத்தை பாடிய மாநில தலைவர் ஜி.கே.மணி தசந்திரியை பாடிய மாநில தலைவர் அமைப்பின் துவக்கி வைத்தார். புகழைத்தாயகம் அமைப்பின் மனித சங்கீதம் செயலாளர் சத்சிரிய சேகர் தலைமை வகித்தார். முன்னவர் எம்.எல்.ஏ. காந்தி மாரியன்

“Teach kids road safety methods”

Special Correspondent

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Salem – 636 001.**

CHANDIGARH: Punjab Governor and Administrator of Union Territory of Chandigarh S.P. Rodrigues on Monday, while releasing a handbook “Your Child’s Road



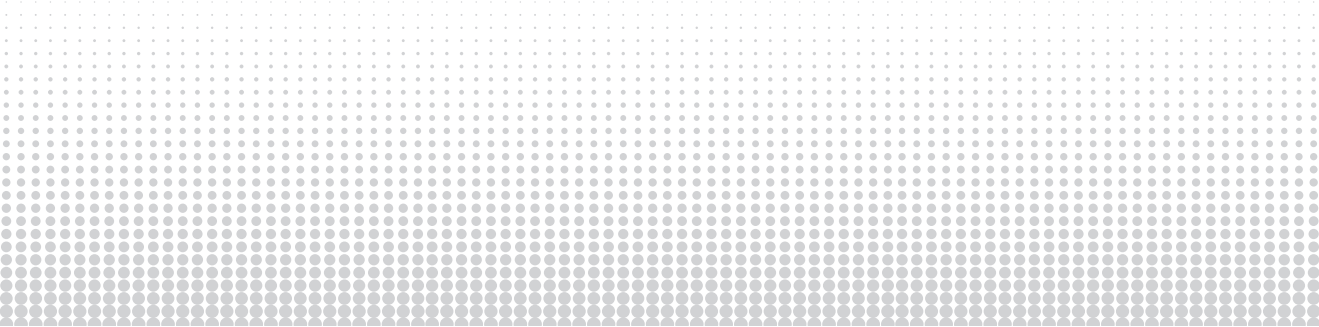
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INTRODUCTION & METHODOLOGY

At the Y-Collective general body meeting on 29th June 2011, many members expressed their angst regarding the chaotic state of traffic prevalent in Salem. Anecdotes were exchanged demonstrating the dangerous state of Salem roads. As one of the measures to understand the state of affairs and to advocate improvement in road safety standards, the group collectively decided to undertake a study on the state of road traffic within Salem city.

This was proposed to be done through Y-Collective volunteers monitoring selected traffic points within the city during peak and non-peak hours for a period of a week from 4th July 2011 to 9th July 2011. The volunteers were supposed to survey and record traffic violations, driving practices and the response of the traffic police.

The selected points were

- ♦ Arts College junction.
- ♦ 4 roads
- ♦ New bus stand
- ♦ 5 roads

The Y-Collective members who volunteered to do the monitoring were

- ♦ Bob Allan. V
- ♦ Chythenyen. N.K
- ♦ Deepak Raja. S
- ♦ Naresh. S
- ♦ Rajesh. P
- ♦ Hiral Y Bhagat
- ♦ Priyanka C Koushik
- ♦ Gowtham. A
- ♦ Natraj. S
- ♦ Shakti Arun. K
- ♦ Vigneshwaran. B

The enthusiasm shown by the volunteers was tremendous and commendable. They did not even spare minor traffic infractions by their peers from their survey.

Apart from the survey the report draws from other sources including reports of the World Health Organisation (WHO), National Crime Records Bureau (NCRB), Government of Tamil Nadu-State Transport Authority, newspaper articles and responses to RTI application.

However as a note of caution, we would like to point out that the study is only a small slice of the magnitude of the traffic problem in Salem due to limitations of resources and time.

Piyush Sethia and S.Sharavanan from the Salem Citizen's Forum helped in the designing and execution of the survey.

This report was compiled jointly by Chythenyen.N.K. and Bobby Kunhu.

The research was led by Bobby Kunhu.

Bobby Kunhu

ROAD SAFETY- NATIONAL OVERVIEW

Road accidents are one of the leading causes of death globally accounting for approximately around 2.09% of deaths ranking above childhood diseases, diabetes & hypertensive heart disease amongst other causes. In its report on 'Decade of Action for Road Safety 2011-2020', the World Health Organisation (WHO) has listed India as the country with the highest number of fatalities due to road accidents, despite strong laws and regulations. In terms of numbers this translates into 1.3 million deaths and 20-50 million more injuries annually across the world. India alone contributes 1,05,000 deaths to this figure marginally overtaking China this year. The report also notes that; "Over 90 per cent of road traffic deaths and injuries occur in low-income and middle-income countries, which have only 48 per cent of the world's registered vehicles."

Some of the pertinent points that this report raises regarding road accidents in India;

- ◆ Poor road infrastructure, failure to comply with speed limits, growing drinking and driving habits, and refusal to use proper motorcycle helmets and use child car seats, are among the main factors contributing to deaths from road crashes.
- ◆ As a result of the growing middle class and their increasing purchasing power there is an increase in the number of new vehicles on the road.
- ◆ The youth- people aged between 15-29 years - have become the main victims of road accident injuries. Every hour, 40 people under the age of 25 die in road accidents around the globe. According to the WHO, this is the second most important cause of death for 5 to 29 year olds.
- ◆ A large number of deaths from road accidents are borne by "vulnerable road users" such as pedestrians, cyclists and motorcyclists.
- ◆ Around 13 per cent of the victims from road-related deaths are pedestrians in India as compared to 15 per cent of accidents from passenger cars and taxis and 27 per cent of riders of motorised two-or-three wheelers.
- ◆ The road traffic crashes, which result in the grief and suffering, contribute to economic losses to victims, their families, and nations as a whole, to the tune of 1-3 per cent of their respective gross national product.

The National Crime Records Bureau (NCRB) 2009 has an equally ominous tale to tell which is more damning than the later WHO report. NCRB pegs the total number of road accident fatalities at more than 1,18,000. The salient points of the NCRB report include;

- ♦ Trucks/lorries and two-wheelers were responsible for over 40% deaths.
- ♦ The rush during afternoon and evening hours were the most fatal phases.
- ♦ While the toll was 84,430 in 2003, it crossed 1.18 lakh in 2008, an increase of nearly 40%
- ♦ Andhra Pradesh, Maharashtra and Tamil Nadu reported 12%, 11% and 10.8% of total road accident deaths in the country.
- ♦ 4.69 lakh people were injured in road accidents in 2008, nearly four times the total death toll.
- ♦ Road accidents had the maximum (37.1%) share of unnatural causes of accidental deaths in the country.
- ♦ The period between 3-6pm as the most accident prone phase during the day. Traffic experts said accident rates were high during this period as drivers felt stressed out and were often half-asleep while driving.

MAJOR CAUSES OF DEATH IN THE WORLD

Deaths per 100,000 per year^[2]

Group ^[3] ◆	Cause ◆	Percent of deaths ◆	All ◆	Male ◆	Female ◆
–	All Causes	100.00	916.1	954.7	877.1
A	Cardiovascular diseases	29.34	268.8	259.3	278.4
B	Infectious and parasitic diseases	23.04	211.3	221.7	200.4
A.1	Ischemic heart disease	12.64	115.8	121.4	110.1
C	Malignant neoplasms (cancers)	12.49	114.4	126.9	101.7
A.2	Cerebrovascular disease (Stroke)	9.66	88.5	81.4	95.6
B.1	Respiratory infections	6.95	63.7	63.5	63.8
B.1.1	Lower respiratory tract infections	6.81	62.4	62.2	62.6
D	Respiratory diseases	6.49	59.5	61.1	57.9
E	Unintentional injuries	6.23	57.0	73.7	40.2
B.2	HIV/AIDS	4.87	44.6	46.2	43.0
D.1	Chronic obstructive pulmonary disease	4.82	44.1	45.1	43.1
–	Perinatal conditions	4.32	39.6	43.7	35.4
F	Digestive diseases	3.45	31.6	34.9	28.2
B.3	Diarrhea diseases	3.15	28.9	30.0	27.8
G	Intentional injuries (Suicide, Violence, War, etc.)	2.84	26.0	37.0	14.9
B.4	Tuberculosis	2.75	25.2	32.9	17.3
B.5	Malaria	2.23	20.4	19.4	21.5
C.1	Lung cancers	2.18	20.0	28.4	11.4
E.1	Road traffic accidents	2.09	19.1	27.8	10.4
B.6	Childhood diseases	1.97	18.1	18.0	18.2
H	Neuropsychiatric disorders	1.95	17.9	18.4	17.3
–	Diabetes mellitus	1.73	15.9	14.1	17.7
A.3	Hypertensive heart disease	1.60	14.6	13.4	15.9
G.1	Suicide	1.53	14.0	17.4	10.6
C.2	Stomach cancer	1.49	13.7	16.7	10.5
I	Diseases of the genitourinary system	1.49	13.6	14.1	13.1
F.1	Cirrhosis of the liver	1.38	12.6	16.1	9.1

ROAD SAFETY – TAMIL NADU

While the 2009 NCRB report pegged Tamil Nadu at the 3rd place, the latest report promotes the state to the first with a fascinating increase in the number of registered vehicles. (see table below)

GRIM STATISTICS			
State	Number of Road accidents	Number of registered vehicles	Road accident deaths
Tamil Nadu	64,996	128,91,000	15,409
Andhra Pradesh	42,428	80,59,000	15,337
Uttar Pradesh	25,416	107,79,000	15,099
Maharashtra	56,019	144,51,000	14,063
Karnataka	46,220	69,53,000	9,574
Rajasthan	24,302	64,90,000	9,163

**Source : National Crime Records Bureau*

Meanwhile, the Government of Tamil Nadu, State Transport Authority paints an equally gory picture. According to the department statistics, in 2010 alone there were 64,996 accidents killing 15,409 people and injuring 75,445 clocking a 60% increase in fatalities over one decade.

ACCIDENT DETAILS IN TAMIL NADU FOR CERTAIN YEARS

State : TAMIL NADU

YEAR	Fatal		Greivous Injury		Minor injury		Non-injury	Total Accidents	TOTAL NO.OF PERSONS INVOLVED
	N.A	N.P.K	N.A	N.P.I	N.A	N.P.I	N.A		
1993	6528	7349	3562	5100	17957	27226	6878	34925	39675
1994	7027	7798	4199	6091	18950	28789	6861	37037	42678
1995	7974	8773	4440	6380	21661	31922	7610	41685	47075
1996	8079	9028	4474	7383	22151	31198	7493	42197	47609
1997	7947	8755	4542	6567	23362	34010	8352	44203	49332
1998	8510	9801	6562	8525	23862	33970	7789	46723	52296
1999	8734	9853	5276	7287	27231	34157	6845	48086	51097
2000	8289	9300	5278	8496	29137	44910	6239	48923	62706
2001	8579	9571	5442	8354	30963	45928	6994	51978	63853
2002	9012	9939	5830	8697	32183	46433	6478	53503	65069
2003	8393	9275	5163	8557	31600	46685	5869	51025	64517
2004	8733	9507	4875	7642	33222	49641	5678	52508	66790
2005	8844	9760	5214	7815	34869	54152	5151	53878	71727
2006	10055	11009	4630	6833	36262	57508	4198	55145	75350
2007	11034	12036	4498	6873	39494	64226	4114	59140	83135
2008	11813	12784	4426	6696	39193	63555	4977	60409	83035
2009	12727	13746	4448	6721	39676	63783	3943	60794	84250
2010	14241	15409	4613	6844	42320	68601	3822	64996	90854

N A : No of Accidents

N P K : No of persons killed

N P I : No of persons Injured

**NUMBER OF ROAD ACCIDENTS ACCORDING TO TYPE OF VEHICLES
DURING THE YEAR 2010**

CHENNAI CITY

Types of Vehicles	Fatal		Grevious Injury		Minor injury		Non-injury	Total Accidents
	N.A	N.P.K	N.A	N.P.I	N.A	N.P.I	N.A	
Bus : GOVT	79	82	76	88	110	141	59	324
: PRIVATE	12	12	21	24	33	40	20	86
Truck / Lorry	99	106	124	139	158	185	193	574
Car / Jeep / Taxi / Tempo	130	134	534	637	744	919	426	1834
Two wheelers	155	156	523	617	770	893	58	1506
Three wheelers	27	27	170	219	260	323	49	506
Others	102	104	22	25	152	163	27	303
Total	604	621	1470	1749	2227	2664	832	5133

NUMBER OF ROAD ACCIDENTS ACCORDING TO TYPE OF ROADS

Types of Roads	Fatal		Grevious Injury		Minor injury		Non-	Total Accidents
	N.A	N.P.K	N.A	N.P.I	N.A	N.P.I	N.A	
National Highways	131	136	284	342	484	584	254	1153
State Highways	0	0	0	0	0	0	0	0
Other Dist. Roads	473	485	1186	1407	1743	2080	578	3980
Other Village Roads	0	0	0	0	0	0	0	0
Total	604	621	1470	1749	2227	2664	832	5133

NUMBER OF ROAD ACCIDENTS ACCORDING TO CAUSES

Types of Causes	Fatal		Grevious Injury		Minor injury		Non-	Total Accidents
	N.A	N.P.K	N.A	N.P.I	N.A	N.P.I	N.A	
Fault of Driver	581	598	1467	1746	2190	2626	831	5069
Fault of Passenger Other than Driver	19	19	3	3	31	32	0	53
Fault of Pedestrian	4	4	0	0	4	4	0	8
Fault of Mechanical Defect	0	0	0	0	0	0	0	0
Bad Road	0	0	0	0	0	0	0	0
Bad Weather	0	0	0	0	0	0	0	0
Others	0	0	0	0	2	2	1	3
Total	604	621	1470	1749	2227	2664	832	5133

N.A-NO. OF ACCIDENTS. N P K - NO. OF PERSONS KILLED. N P I - NO. OF PERSONS INJURED

Source: DGP, SCRB, Chennai

The above table clearly indicates that more than 98.75 % of accidents occur because of the fault of the driver.

TRAFFIC IN SALEM

With respect to Salem district, in response to an application filed under the Right to Information Act, the District police administration claims that there were

1. For the past five years, what is the total number of deaths per year that occur due to road accidents in Salem? (i.e number of deaths in 2006, 2007, 2008, 2009, 2010)

Year	Death
2006	110
2007	113
2008	133
2009	115
2010	146

2. What is the total number of major injuries per year that occur due to road accidents? (Data required from the year 2006 to 2010)

Year	Injuries
2006	633
2007	629
2008	788
2009	706
2010	692

3. How many deaths due to road accidents were recorded in each police station in Salem during 2010?

Year - 2010	146- deaths
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4. How many road accidents have been recorded in Salem in 2010?

Year - 2010	680 cases
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5. What is the current strength of traffic police in Salem? (Mention number of traffic cops designation-wise)

Deputy Commissioner Traffic	:	1
Police sub-inspectors	:	4
Special police sub-inspectors	:	11
Head-constables	:	81
Constables (1st grade)	:	15
Constables (2nd grade)	:	3
Total number of personnel	:	115

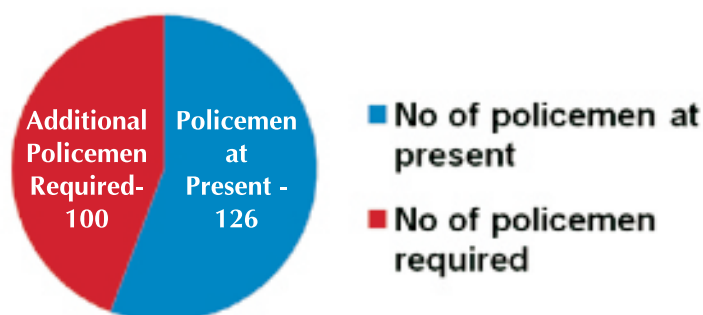
6. What is the capacity of traffic police sanctioned to Salem and when was it sanctioned?

- ◆ The numbers remain the same since Salem was made into a corporation in 1997.

7. What is the difference in number between the sanctioned capacity and the actual required?

- ◆ No of traffic police personnel at present - 126
- ◆ Additional no of traffic police required - 100

SALEM TRAFFIC POLICE STRENGTH



8. When was the last time that the strength of the traffic police was upgraded in Salem?

There is no change since 01/07/1997 as per GO Ms.No.829/Home Dept/Pol.IV/97 dt.

The following selected points- Arts College junction, 4 roads, New bus stand and 5 roads were surveyed for two hours, for period of one week (9.30 am to 10.30 am and 4.00 pm to 5.00pm) one peak and one non-peak hour.

The traffic survey recorded the following frequent violations.

1. No. of signal jumps- 804.
2. Zebra crossing violation (parking on the zebra crossing)- 505
3. Loud horn- 70
4. Over load- 56
5. Cell phone drive- 19
6. Rash driving- 11
7. Obstructing traffic- 7
8. One way- 5



Talking on a Mobile Phone
While Driving

Zebra-crossing Violations



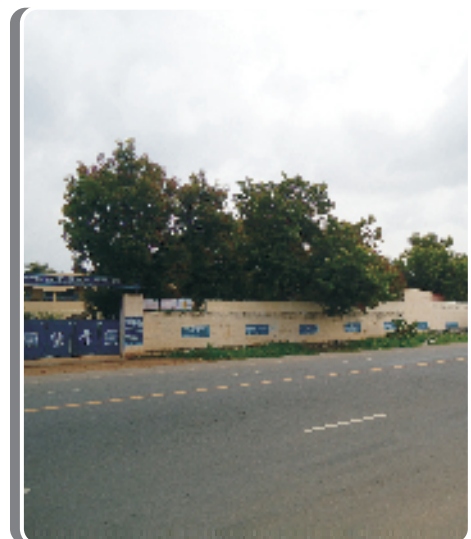
The volunteer surveyors, apart from the survey mandate also observed and recorded the following that has a direct bearing on the state of traffic in Salem city.

1. Most of the Schools/colleges/hospitals don't have safety measures such as speed breaker, Zebra crossing, School/hospital sign board, No horn sign board, Speed limit sign board etc.
2. Most of the traffic signals do not have the "Stop line", "Zebra crossing", "signals for pedestrians", "direction boards".
3. The "Traffic police observation podium" is lying unutilized at various junctions.
4. The traffic signals do not have a back- up during power failure.
5. Number plates have pictures of political leaders/film stars and numbers are imprinted in illegible size and fonts.



An Unused Traffic Control Podium
Near Government Arts College.

No Sign Boards / zebra Crossing /
speed Breaker In Front Of A Private School



6. Traffic police were not present at various traffic signal points during our observation.

7. Pedestrian access is very poor in Salem. The Indian code for the Pedestrian Facilities 5- IRC 103-1988, recommends following norms: Footpath on both sides. Minimum width of 1.5m or 5ft on both sides. Dead width of 0.5m or 1.64 to 2ft and 1m or 3.28 to 3.5ft to be added to footpath along houses, buildings, trees, fences and commercial or shopping areas respectively.

8. Heavy vehicles were seen even during peak hours inside the city though it is banned to enter the city from 7 a.m. to 11 a.m. and 4 p.m. to 9 p.m to ensure free movement of vehicles carrying students, office-goers and businessmen.

9. Public transport buses don't stop at the bus stops.

10. Lack of parking bays for trucks on highways resulting in truck parking on the road and leading to traffic congestion.

Heavy Vehicles Entering The City Premises During Peak Hours.



Buses Stopping at Places That Are Not Bus Stops.

11. Traffic police were not seen most often at busy junctions to maintain or control traffic snarls. Even when they were present they were spotted at the duty stations, they were reluctant to actively control traffic. Some were also spotted talking in their mobile phones during peak traffic.

12. Bad state of roads and disrepair in many of the busy city thoroughfares.

13. Loud/Musical horns with very high decibels in almost all the buses and many cars/bikes.

The response from the traffic police on the field was dismal to say the least. Most of them were reluctant to challenge even serious traffic violation including rash driving, signal jumping and wrong side driving even when it happened in front of their eyes. Most of the police personnel cited lack of power and nepotism as the reason for omission. Further they claimed that the citizenry was apathetic and often antagonistic to enforcement of traffic rules.

RECOMMENDATIONS:-

At the end of the survey, the volunteer-surveyor team got together to compile the data and put forward the following recommendations for safer roads and better traffic management.

- Up-to-date assessment of police strength must be done and the police strength needs to be increased accordingly.
- Public transport buses must stop at the bus stops correctly.
- Signals must be strictly enforced.
- Heavy vehicles should not be allowed inside the city during peak hours (7 a.m. to 11 a.m. and 4 p.m. to 9 p.m).
- Traffic cops must be present at the signals during peak hours. They should be empowered to enforce traffic rules and impose spot fines.
- Currently, there is no back up for any of the signals. It'll be better if UPS/Solar power is provided.
- Policemen can be provided with ear muffs/safety equipments to prevent them from facing health problems.

-
- Air horns should be banned according to the high court order in 2005.
 - Make district library and hospital areas as no horn zones.
 - Operation of public/private buses including overloading, over speed, rash driving, etc must be strictly imposed and owners/drivers of such violating vehicles must be penalized.
 - Number plates should strictly follow the RTO norms.
 - All vehicles should have exhaust labels for emission control.
 - Change peak hour timings and categorize the timings for schools, public offices and private offices.
 - Pedestrian access to roads has to be strictly enforced including sidewalks and zebra crossings.
 - Traffic control podium must be used more regularly and effectively.
 - Head-light stickers must be present in all vehicles.
 - Fog lights and decorative lights must not be used.
 - Right to way must be given to ambulances.
 - Sign boards must be placed at appropriate places and they must be updated regularly.
 - Speed breakers and speed limit regulations must be enforced strictly in school zones.
 - Use of helmets and seat belts must be strictly enforced.
 - Use of mobile phone during driving must be strictly forbidden and such people who violate it must be penalized.
 - Employment of policemen at the opening and closing hours of a school along with the NSS/NCC volunteers of the school.
 - According to the Supreme Court Order - any injured patient can be taken to the hospital by a by-stander without giving his identity. And the by-stander's name will not be registered by the hospital. Awareness on this order must be spread by placing banners in front of all the hospitals, thus encouraging people to help the accident victims and save their lives.

-
- Roads must be repaired and maintained properly.
 - School Management must issue strict orders asking the students not to use two-wheelers and the police must monitor it.
 - Rituals which affect the traffic should be stopped. Example : The breaking of pumpkin in the middle of the road to ward off the evil eye.
 - Encroachments and Flex Banners which affect traffic must be removed.

CONCLUSION

Empirical data clearly shows that road safety most of the times is compromised by acts of commission and omission by drivers. This finding is also supported by the data put forward by the government of Tamil Nadu State Transport authority.

In Salem City there is scant respect for traffic rules, road signs, signals and basic driving etiquette. Coupled with lack of pavements the pedestrians and cyclists are the most vulnerable to the chaotic traffic conditions. The impunity with which drivers violate basic traffic rules is facilitated by the non-responsiveness of the traffic police.

Increasing vehicular traffic necessitates better and more effective traffic management. This is in the interest of the safety of every citizen in Salem city and can be done only with accountable and transparent cooperation between the city administration and its citizens. Y-Collective hopes that this document will prove to be the first step in that direction.

ANNEXURE - 1

Rules of the Road Regulation

Indian Road rules, titled "Rules of the Road Regulation", were brought into effect since July, 1989. These rules are germane to the Indian drivers (all inclusive of two, three and four wheelers), while on the road to ensure an orderly traffic and a safer journey. Violation of these "Rules of Road Regulation" is a punishable transgression as per the city specific traffic police rules and the "Motor Vehicle Act".

Enforcement of these traffic laws - rules, regulations and acts can bear out the road accidents. These laws are enforced by issuing challans in the name of the offenders and teaching them a lesson by making them pay penalties. An indicative list of the possible offences and their respective penalties is formulated below:

1. OFFENCES RELATED TO DOCUMENTS			
S.NO	OFFENCES	MAXIMUM PENALTY	SECTION
1.1	Driving without a Valid License	Rs. 500/- and /or imprisonment (3 months)	3 r/w 181 MVA
1.2	Allowing vehicle to be driven by a person who does not possess a Valid License.	Rs. 1000/- and/or imprisonment (3 months)	5 r/w 180 MVA
1.3	Not carrying documents as required.	Rs. 100/-	130(3) r/w 177 MVA
1.4	Driving without Valid Insurance.	Rs. 1000/- and/or imprisonment (3 months)	130 r/w 177 MVA
1.5	Driving without Valid Permit.	Rs. 5000/- (not less than Rs. 2000/-)	130 r/w 177 MVA
1.6	Driving without Valid Fitness.	Rs. 5000/- (not less than Rs. 2000/-)	130 r/w 177 MVA
1.7	Vehicle without R.C.	Rs 2000/-	39 r/w192 MVA

2. OFFENCES RELATED TO DRIVING

S.NO	OFFENCES	MAXIMUM PENALTY	SECTION
2.1.1	Driving by Minor .	Rs. 500/-	4 r/w 181 MVA
2.1.2	Allowing Unauthorized person to drive .	Rs. 1000/-	5 r/w 180 MVA
2.1.3	Driving without Helmet.	Rs. 100/-	129 r/w 177 MVA
2.1.4	Seat Belts not fastened.	Rs. 100/-	138(3) CMVR 177 MVA
2.1.5	Rough/Rash/Negligent Driving .	Rs. 1000/-	184 MVA
2.1.6	Dangerous or hasty Driving.	Rs.1000/- and/or imprisonment (6 months)	112-183 MVA
2.1.7	Not Driving in Proper Lane.	Court Challan	66 r/w 192 MVA
2.1.8	Driving in the center and not to left side.	Rs.100/-	2 RRR r/w 177 MVA
2.1.9	Driving against One Way.	Rs.100/-	17 (i) RRR 177 MVA
2.1.10	Reversing without due care and attention.	Rs. 100/-	MMVR 233 177 MVA
2.1.11	Taking "U" turn during outlawed hours.	Rs.100/-	12 RRR 177 MVA
2.1.12	Failing to take precaution while taking a "Turn".	Rs.100/-	3 RRR 177 MVA
2.1.13	Failing to decelerate at intersection.	Rs.100/-	8 RRR 177 MVA
2.1.14	Failing to carry on left of traffic island.	Rs.100/-	2 RRR 177 MVA
2.1.15	Carrying persons on Footboard.	Rs.100/-	123-177 MVA
2.1.16	Carrying persons causing hindrance to the driver.	Rs.100/-	125-177 MVA
2.1.17	Tripping.	Rs. 100/-	128/177 MVA
2.1.18	Driving on Footpath.	Rs.100/-	RRR 177 MVA
2.1.19	Stopping at pedestrian crossing or crossing a Stop Line.	Rs.100/-	RRR 177 MVA

2.2	Road Marking Related Offences		
2.2.1	Violation of Yellow Line.	Rs. 100/-	119/177 MVA
2.2.2	Violation of Stop Line.	Rs. 100/-	113(1)/177 DMVR
2.2.3	Violation of Mandatory Signs	Rs. 100/-	119/177 MVA
2.3	Number Plate Related Offences		
2.3.1	Use of Offensive Number Plate for vehicle used in driving.	Rs.100/-	CMVR 105 (2) (ii) 177 MVA
2.3.2	Displaying 'Applied For'.	Rs. 4500/-	39/192 MVA
2.4	Vehicle Light Related Offences		
2.4.1	Improper use of headlights/tail light for vehicle used in driving.	Rs.100/-	CMVR 105 (2) (ii) 177 MVA
2.4.2	Using High Beam where not required.	Rs. 100/-	112(G) A DMVR 177 MVA
2.5	Horn Related Offences		
2.5.1	Driving without Horn.	Rs. 100/-	119(1)/177 CMVR
2.5.2	Improper horn usage while driving.	Rs.100/-	CMVR 105 (2) (ii) 177 MVA
2.6	Traffic Police Related Offences		
2.6.1	Disobeying Traffic Police Officer in uniform.	Rs. 100/-	119 MVA 22(a) RRR 177 MVA
2.6.2	Driving against Police Signal.	Rs. 100/-	119 r/w 177 MVA
2.6.3	Disobeying manual Traffic Signal.	Rs. 100/-	239 MMVR 22(a) RRR 177 MVA
2.7	Traffic Signal Related Offences		
2.7.1	Disobeying Traffic signal / Sign Board.	Rs. 100/-	22(b) RRR 239 MMVR 177 MVA
2.7.2	Failing to give Signal.	Rs. 100/-	121 RRR 177 MVA
2.7.3	Jumping Signal.	Rs.100/-	119/177 MVA

2.8 Speed and Overtake Related Offences			
2.8.1	Exceeding the prescribed Speed Limits.	Up to Rs.1000/-	112-183 MVA
2.8.2	Abetment for Over Speeding .	Rs.300/-	112/183(2) MVA
2.8.3	Overtaking perilously.	Rs.100/-	6 (a) RRR r/w 177 MVA
2.8.4	Failing to confer way to sanction Overtaking.	Rs.100/-	7 RRR 177 MVA
2.8.5	Overtaking from Wrong Side .	Rs. 100/-	RRR 6/1/177 MVA
2.9 Other Offences			
2.9.1	Disobeying Lawful Directions.	Rs. 500/-	132/179 MVA
2.9.2	Driving under influence of Alcohol / Drugs.	Rs.2000/- and/or imprisonment (6 months)	185 MVA
2.9.3	Using Mobile Phone while Driving.	Up to 1000/-	184 MVA
2.9.4	Leaving vehicle in unoccupied engine.	Rs.100/-	126-177 MVA
2.9.5	Leaving vehicle in unsafe position.	Rs.100/-	122 177 MVA
2.9.6	In case of a minor Accident.	Rs. 1000/-	184 MVA
2.9.7	Playing music while Driving.	Rs. 100/-	102/177 MVA
2.9.8	Driving without Silencer.	Rs. 100/-	120/190(2)/177CMVR
2.9.9	Driving when mentally or physically unfit.	Court Challan	186 MVA

3. OFFENCES RELATED TO TOWING OF VEHICLES

S.NO	OFFENCES	MAXIMUM PENALTY	SECTION
3.1	Two Wheeler.	Rs.100/-	RRR 177 MVA
3.2	Car . Jeep, Taxi, Auto Rickshaw.	Rs.200/-	RRR 177 MVA
3.3	Truck. Tanker. Tractor.	Rs.600/-	RRR 177 MVA

4. OFFENCES RELATED TO POLLUTION

S.NO	OFFENCES	MAXIMUM PENALTY	SECTION
4.1	Smoking in Public Transport.	Rs. 100/-	86(1)(5) 177 DMVR
4.2	Pollution Not Under Control.	Rs. 100/-	99(1)(a) 177 DMVR
4.3	Fixing multi-toned/shrill horn.	Rs.500/-	119 CMVR 190(2) MVA
4.4	Blowing Pressure Horn.	Rs. 100/-	96(1) 177 DMVR
4.5	Silencer/muffler making noise.	Rs.500/-	CMVR 120 190(2) MVA
4.6	Smoky Exhaust.	Rs.500/-	115 CMVR 190(2) MVA
4.7	Using horn in Silence Zone.	Rs.100/-	21(ii) RRR 177 MVA

5. OFFENCES RELATED TO MOTOR VEHICLES

S.NO	OFFENCES	MAXIMUM PENALTY	SECTION
5.1	Using Vehicle in Unsafe Conditions.	Court Challan	192 MVA
5.2	When motor vehicle is out of state for more than 12 months.	Rs.100/-	47-177 MVA
5.3	Particulars to be printed on transport vehicles.	Rs.100/-	84(G)-177 MVA
5.4	Without Wiper	Rs.100/-	CMVR 101 5.12 177 MVA
5.4	Without Side Mirror.	Rs.100/-	5. 7/177 MVA
5.5	Defective tyres.	Rs.100/-	CMVR 94
5.6	No indication board on left hand drive vehicle.	Rs.100/-	120, 177 MVA
5.7	Sale of motor vehicle/alteration of motor vehicle in contravention of Act.	Rs.300/-	52/191 MVA, 32/192.66/192 MV Act
5.8	Vehicles fitted with dark glasses/sun films.	Rs.100/-	100 CMVR 177 MVA
5.9	Driving without proper number plate/ illuminating rear number plate.	Rs.100/-	236 MMVR 177 MVA

5.10	Failing to display public carrier board.	Rs. 100/-	116 MMVR 177 MVA
5.11	Using private vehicle for commercial purposes.	Rs. 5000/- (not less than Rs. 2000/-)	-
5.12	Any sort of misconduct with passengers, not wearing uniform/not displaying badge.	Rs. 100/-	MMVR 21(18) 177 MVA
5.13	Overloading a goods vehicle.	Rs. 2000/-plus Rs. 1000/- for every additional ton.	MMVR 93(u)(i) 177 MVA
5.14	Carrying goods in a dangerous or hazardous manner.	Imprisonment and/or fine of Rs. 3000/-	29 RRR 177 MVA
5.15	Infringement of permit conditions.	Imprisonment and/or fine of Rs. 5000/- (not less than Rs. 2000/-)	-
5.16	Use of Colored light on Vehicle	Rs. 100/-	97(2)177 DMVR

6. OFFENCES RELATED TO COMMERCIAL VEHICLES

S.NO	OFFENCES	MAXIMUM PENALTY	SECTION
6.1	Plving in 'NO ENTRY' Time	Upto 2000/-	115/194 MVA
6.	Violation of Time Table	Court Challan	11/177, 2/177, 66/192 MVA
6.2	High and Long / Load in Vehicles	Rs. 100/-	29 RRR/177 MVA
6.3	Carrying animals in goods vehicles in contravention of rules.	Rs. 100/-	MMVR 83 177 MVA
6.4	Carrying persons dangerously or carrying persons in goods vehicles.	Rs. 100/-	MMVR 108 177 MVA
6.5	Goods in Passenger Vehicles	-	-
6.6	Dangerous projection of goods.	Rs. 100/-	229 MMVR 29 RRR 177 MVA
6.7	Carrying goods unsecured.	Rs. 100/-	MMVR 202 177 MVA

6.5	Goods in Passenger Vehicles	-	-
6.6	Dangerous projection of goods.	Rs.100/-	229 MMVR 29 RRR 177 MVA
6.7	Carrying goods unsecured.	Rs.100/-	MMVR 202 177 MVA
6.	Carrying goods more than 11 feet high.	Rs.100/-	MMVR 93(u) (i) 177 MVA
6.	Limit Of weight and limitation on Use.	Court Challan	113/194(1) MVA
6.	Driver refuses to weigh vehicle.	Court Challan	114/194(2) MVA
6.9	Load on Tail Board.	Rs.100/-	MMVR 202 177 MVA
6.10	Misbehavior by Taxi/TSR Driver.	Rs. 100/-	11(3)/177 DMVR
6.11	Over Charging by Taxi/TSR Driver.	Rs. 100/-	11(8)/177 DMVR
6.12	Charging without Meter.	Rs. 100/-	11(8)/177 DMVR
6.13	Refusal by Taxi/TSR Driver.	Rs. 100/-	11(9)/177 DMVR
6.14	Driver without Uniform.	Rs. 100/-	7/177 DMVR
6.14	Driver without Badge.	Rs. 100/-	22(1)/177 DMVR
6.15	Conductor without Uniform.	Rs. 100/-	23(1)/177 DMVR
6.16	Conductor without Badge.	Rs. 100/-	22(1)/177 DMVR
6.17	Stopping without Bus stop	Court Challan	66/192 MVA
6.18	Power to detain Vehicle used in contravention of section 3.4.39 or 66(1) MV Act.	Court Challan	207(1) MVA

7. OFFENCES RELATED TO PARKING

S.NO	OFFENCES	MAXIMUM PENALTY	SECTION
7.1	Parking in the direction of flow of traffic.	Rs.100/-	22(a) RRR 177 MVA
7.2	Parking away from footpath towards road.	Rs.100/-	15(2) RRR 177 MVA
7.3	Parking against flow of traffic.	Rs.100/-	15(2) RRR 177 MVA
7.4	Parking causing Obstruction.	Rs. 100/-	15(2) RRR 177 MVA
7.5	Parking on a Taxi Stand.	Rs. 100/-	15(2) RRR 177 MVA
7.6	Parking in not any prescribed manner.	Rs. 100/-	15(1) RRR 177 MVA
7.7	Parking at any Comer.	Rs. 100/-	15(i) RRR 177 MVA
7.8	Parking within 15 meters on either side of Bus Stop.	Rs. 100/-	15(2) RRR 177 MVA
7.9	Parking on Bridge.	Rs. 100/-	15(2) (i) RRR 177 MVA
7.10	Parking at Traffic Island.	Rs. 100/-	15(i) RRR 177 MVA
7.11	Parking in "No" Parki	Rs. 100/-	15(2) RRR 177 MVA
7.12	Parked on Pedestrian	Rs. 100/-	15(2)(iii) RRR 177 MVA
7.13	Parking on Footpath.	Rs. 100/-	15(2)(ii) RRR 177 MVA
7.14	Parking in front of a gate.	Rs. 100/-	15(2)(viii) RRR 177 MVA
7.15	Parking causing obstruction.	Rs. 100/-	15(1) RRR 177 MVA

RRR : Rules of Road Regulations 1989

MVA : Motor Vehicles Act 1988

MMVR : Maharashtra Motor Vehicles Rules 1989

CMVR : Central Motor Vehicles Rules 1989

ANNEXURE - 2

செ. விவ. அலுவலர்: 496

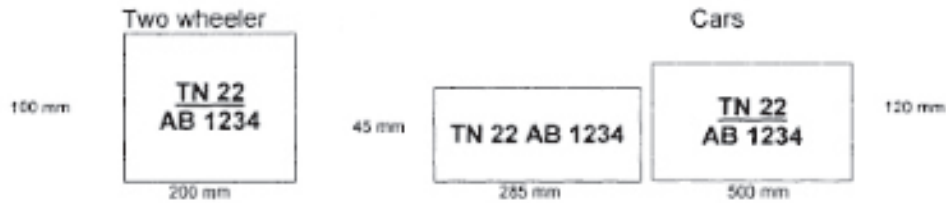
PRESS RELEASE

திகதி: 30.7.2011

Every motor vehicle shall display the registration number on the number plate with the specification of the Rule 50 & 51 of Central Motor Vehicles Rules 1989. Of late, many complaints have been received from various parts of the State that some vehicles do not comply with above rule provisions and display the registration number according to their whims and fancies. In order to prevent this practice, appeal is made to all vehicle owners particularly those who do not comply the said provision and they are directed to comply the provisions of Rule 50 & 51 of Central Motor Vehicles Rules 1989 within 30 days, failing which action will be initiated to suspend the Registration Certificate of respective vehicle under section 53 of Motor Vehicle Act, 1988. The enforcement officials of this Department were directed to conduct intensive checks on violation of registration of number plate norms and to ensure proper fixing of registration number plates in accordance with the provisions of Rule 50 & 51 of Central Motor Vehicle Rules 1989. All the vehicle owners who have fancy registration plates are therefore informed that they have to comply in the above rule for fixing proper registration number plate within 30 days / end of August 2011 and otherwise action will be initiated to suspend the registration certificate.

Dimension of permitted registration Number plate is as follows.

MODEL



Class of Vehicle	Height (M.M)	Thickness (M.M)	space between (M.M)
Two and Three Wheelers			
Front - Letters and Numerals	30	5	5
Rear - Letters	35	7	5
Rear - Numerals	40	7	5
Car and other Vehicles			
Front and Rear - Letters and Numerals	65	10	10

சென்னை, இயக்குநர்
செ.வி. தி. மக்கள் தொடர்புத் துறை,
சென்னை-9

ANNEXURE - 3

Article in the Times Of India dated 7th march 2009.

Noise levels rise, traffic cops suffer

Umesh Isalkar, TNN Mar 7, 2009, 02.26am IST

PUNE: With the steady rise of vehicular traffic in the city, policemen manning the traffic are being exposed to all kinds of health hazards. Occupational concerns, such as manning traffic amidst polluting fumes and exhaust, blowing horns and constant dust and heat, have started to take toll on the health of the traffic personnel exposing them to various kinds of health conditions and ailments, ranging from hearing loss to hypertension.

"Traffic personnel are exposed to sound pollution for six to 10 hours a day. When they are subjected to high intensity noise levels throughout the day, it is natural that they are prone to all kinds of health hazards," Ashok Adhav, national president of Indian Medical Association (IMA), said.

A hospital-based study jointly carried out by city-based Ghaisas ENT hospital and MIMER Medical College, Talegaon Dabhade, has revealed that partial hearing loss is a common complaint among traffic personnel. "Besides, usual complaints of fatigue, headache, constant throat infections (pharyngitis) etc, a very common complaint among the traffic police is that of hearing loss," said ENT specialist Virendra Ghaisas. Among others, complaints about ringing sound in ear when the surrounding is quiet, called tinnitus, are found among the traffic personnel in a perceptible number, he added.

A representative number of around 20 traffic personnel were screened during the study in the city which completed in December 2008. They were screened at Ghaisas ENT Hospital and MIMER Medical College, added Ghaisas.

"On examination, the test of pure tone audiometry showed that eight policemen had suffered from moderate to severe hear loss and four mild to moderate loss," said Ghaisas. Apart from that, 70 per cent of them were already taking treatment for high blood pressure.

Besides exposure to high intensity noise level, a traffic personnel's work involves standing at one place for long hours or just walk a few meters, only when there's a need. "All these pose as a health hazard. It gets severe when the duration of exposure increases," Ghaisas said. "As a preventive measure to hearing loss, one can use earplugs. Though this will not completely block out the noise, it can bring down the intensity from 80 to 95 decibels to 40 to 50 decibels, which is reasonably harmless."

Similarly, a survey jointly carried out by the Armed Forces Medical College (AFMC) and a local NGO, Ranjai, a few months back, had revealed that out of 407

traffic policemen studied, 33 suffered from partial loss of hearing while nine were found to be colour blind.

"The report stated that five policemen were found suffering from severe hearing loss, 12 from moderate hearing loss and 16 from mild hearing loss. Nine policemen were found to be colour blind and one had cataract. Twenty-nine policemen were found to have minor ocular disabilities like uncorrected refractive error, pterygium, suspected glaucoma, corneal opacity, micro nystagmus, fundus changes and squint," Avinash Bhondwe, president of the city chapter of the IMA, said.

Fifteen policemen were found to be suffering from hypertension while 13 were suffering from lung function abnormalities like Type 2 diabetes mellitus, bronchial asthma and obesity. Indications of lung disease was seen in 13 policemen.

"Exposure to high intensity level of noise is not among an identified cause of blood pressure or hypertension. In fact, it is work-related stress which is a risk factor for blood pressure. The job of a traffic police is really stressful in that sense, making them prone to hypertension," said cardiologist Abhijit Vaidya, national chief of Arogya Sena, a voluntary organisation fighting for the health rights of common man.

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