



LOKMANYA SAFE LIFE INITIATIVE ON ROAD SAFETY

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FIRST RESPONDERS

QUARTERLY NEWSLETTER

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EMERGENCY MEDICAL SERVICES : NEED OF THE HOUR

Emergency medical systems address a diverse set of diseases that span the spectrum of communicable infections, non-communicable conditions, obstetrics, and injuries.

Emergency medical services (EMS) to treat critical and emergency conditions include rapid assessment, timely provision of appropriate interventions, and prompt transportation to the nearest appropriate health facility by the best possible means to enhance survival, control morbidity, and prevent disability.

The goal of effective EMS is to provide Emergency Medical Care to all who need it. Advances in medical care and technology in recent decades have expanded the parameters of what had been the traditional domain of emergency services. Emergency care must be appreciated as an entire system with interdependent components. These components include pre-hospital care, transportation, and hospital care. Each component is important, but all of them must work together to make a lasting effect on the health of a population.

Investing in emergency medical care should become a priority. These services, no longer limited to actual in-hospital treatment from arrival to stabilization, now include pre-hospital care and transportation. Actual provision of emergency care may range from delivery using Auto-Rickshaw, taxi or Ambulance drivers. Developing strategies to meet the range of needs posed by such diverse circumstances will require innovation and a reorientation of public health planning.

Pre-hospital care encompasses the care provided from the community(scene of injury, home, school, or other location) until the patient arrives at a formal health care facility capable of giving definitive care. This care should comprise basic and proven strategies and the most appropriate personnel, equipment, and supplies needed to assess, prioritize, and institute interventions to minimize the probability of death or disability.

Pre-hospital care should be simple, sustainable, and efficient. Because resource availability varies greatly among and within countries, different tiers of care are recognized. Where no formal pre-hospital system exists, the first tier of pre-hospital care may be composed of lay people in the community who have been taught basic techniques of first aid.

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News Update

A book on Road Safety "Surakshit Pravas apalyach hathi" Released

Maharashtra state has one of the highest road accident rates in the Country and is witnessing steady rise in the road casualties. The accident rates at different levels emphasize the need for accident and injury prevention modalities to be initiated so as to reduce the injury rate. In India poor user behaviors and knowledge have been identified as an important in road traffic accidents. Without an adequate knowledge of traffic rule and regulations, and how to use road safety, thousands of lives are spoiled or lost, vital resources are wasted and the countries development suffers.

The accident analysis at various levels points to the need to start road safety awareness and education. With this view Lokmanya Medical Foundation, Pune; has published a new book in Marathi called "Surakshit Pravas apalyach hathi" on road safety authored by Dr. Prakash Bhatlawande, Director, LMRC Pune.

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"Surakshit Pravas apalyach hathi" was released by Hon. Shri. R.R. Patil, Home Minister, Government of Maharashtra and Hon. Shri. Satej Patil, State Minister for Home affairs.



Sadak Suraksha Ka Gyan Milta Hai Jeevan Dan

अपघातग्रस्तांच्या मदतीला धावणे गरजेचे!

राज्यात यावर्षीही रस्ता सुरक्षा अभियान राबविण्यात येत आहे. पिंपरी, उपप्रादेशिक परिवहन कार्यालय, पिंपरी-चिंचवड श्रमिक पत्रकार संघ, पिंपरी महापालिका, वाहतूक पोलीस, लोकमान्य मेडिकल फाउंडेशन आदी संस्था शहरात या उपक्रमासाठी एकत्र आल्या आहेत. या अभियानांतर्गत महाविद्यालयीन विद्यार्थ्यांसाठी रस्ता सुरक्षेवर व्याख्याने, रक्तदान शिबिर, रॅली, वाहनचालकांसाठी नेत्र तपासणी शिबिर, स्कूल बस ड्रायव्हरसाठी प्रशिक्षण असे भरगच्च कार्यक्रम होत आहेत. अपघातग्रस्तांना मदत केलेल्या नागरिकांच्या सत्कार कार्यक्रमाने दि. १५ रोजी या रस्ता सुरक्षा सप्ताहाचा समारोप होणार आहे.

मात्र, रस्त्याने चालताना अथवा वाहन चालविताना आपल्या व दुसऱ्याच्या जीविताची काळजी घेणे, हे प्रत्येकाचे कर्तव्य असताना असे रस्ता सुरक्षा सप्ताह घेण्याची गरज का पडावी, हा प्रश्नच आहे. देश स्वतंत्र होऊन ६३ वर्षे झाली, पण आम्ही अद्याप सुजाण नागरिक म्हणून आमची भूमिका बजावू शकलो नाही, त्याचाच हा परिणाम आहे.

देशाच्या व राज्याच्या वाढत्या विकासाबरोबर वाहनांची संख्याही वाढत चालली आहे. वाढत्या लोकसंख्येच्या प्रमाणात उपलब्ध नसलेली सक्षम सार्वजनिक वाहतूक व्यवस्था आणि चंगळवाद ही दोन्ही कारणे त्यामागे आहेत. वाहनांची संख्या वाढत असताना दुसरीकडे रस्त्यावरील अपघातांची संख्याही वाढत चालली आहे. ट्रॅफिक ब्युरो ऑफ इंडियाच्या माहितीनुसार यावर्षी देशात ६ लाख अपघात झाले. त्यात १ लाखाहून अधिक लोकांना प्राण गमवावे लागले. राज्यात ८० हजार अपघातांची नोंद झाली. त्यात १५ हजार व्यक्तींचा मृत्यू झाला. यातले ७४% अपघात हे वाहन चालकांच्या चुकीमुळे झाल्याचे लक्षात घेता लोकांना वारंवार वाहतूक नियमांचे धडे देण्याची गरज जाणवते. राज्यातील महामार्गावर झालेल्या अपघातांचे प्रमाण पाहता वर्षभरातील १ हजार १३० घटनांमध्ये १ हजार ६१७ जणांचा बळी गेला आणि ४ हजार तीनशे जणांना अपघातात आपले प्राण गमवावे लागले. महामार्गावर वाहने किती वेगाने आणि कशी हाकली जातात, त्याचे प्रत्यंतर या आकडेवारीवरून येते. रस्त्यावरील अपघातांची संख्या वाढत असून त्याला अरुंद आणि अतिरुंद रस्ते हे दोन्ही घटक कारणीभूत आहेत. रस्ते जसजसे रुंद होत आहेत; तसतशी बेदरकारपणे वाहने चालविण्याची प्रवृत्ती वाढते आहे.

रस्त्यांची दुरुवस्था, खडे मद्यपान करून वाहन चालविणे, क्षमतेपेक्षा अधिकप्रवाशांची वाहतूक, चुकीच्या पद्धतीने ओव्हरटेक करून आपले वाहन पुढे दामटविण्याचा प्रयत्न, धुक्यामुळे समोरचे वाहन न दिसणे, पाऊस, टायर फुटून किंवा ब्रेक फेल यांसारख्या वाहनांतील दोषांमुळे होणारे अपघात अशी अपघातांची विविध कारणे आहेत. यातील वाहनांतील तांत्रिक दोष, गाडी स्लीप होणे यांसारखी कारणे वगळता जे आपल्या नियंत्रणात आहे, त्याबाबत काळजी घेवून आपण निश्चितच अपघात टाळू शकतो. पण हे होत नाही.

वाहतूक पोलिसांचे दुर्लक्ष, चुकीच्या व्यक्तींना दिलेले वाहन परवाने ही सुद्धा अपघातांची कारणे सांगितली जातात. मात्र इतर देशात वाहतूक पोलिस चौकात थांबून वाहतूक नियंत्रण करताना दिसत नाहीत. आपल्याकडेच हे का करावे लागते, आपण ड्रायव्हिंग लायसन्स काढल्यानंतर गाडी चालवितो. तरीही वाहतूक नियमांमदल सांगावे लागते. ही दुर्दैवाची बाब आहे. हे वाहतूक

शाखेचे पोलिस उपायुक्त मनोज पाटील यांनी रस्ता सुरक्षा अभियानात व्यक्त केलेले मत लक्षात घेता वाहतूक पोलीस, आरटीओवर खापर फोडून आपण नामानिराळे राहू शकतो का? याचे प्रत्येक वाहनचालकाने आत्मपरीक्षण करण्याची गरज आहे.

खरे तर, शासन पावलोपावली तुमची काळजी घेते आहे. महामार्गावर ठिकठिकाणी अपघाताची जागा, उजवी-डावी वळणे याबाबत मार्गदर्शन फलक लावून तुम्हास सावधही करते आहे. पण तुम्ही जर दगडावर डोकं आपटून घेवून रक्तबंबाळ व्हायचं ठरवलं, तर शासन तरी काय करणार?

रस्ता सुरक्षा अभियानाच्या निमित्त अपघातग्रस्तांना मदत करण्यासाठी केले जात असलेले जनजागरण हा आम्हाला सर्वात महत्वाचा उपक्रम वाटतो. कारण एखादा अपघात होतो. पण कोणी मदतीला धावत नाही. पंचनामा अन् पोलिसांची नको ती शुक्लकाष्ट मागे लागायला नकोत, अशा भावनेने गंड्याची कातडी पांघरत अनेकजण बघ्याची भूमिका घेतात.

तातडीने उपचार मिळू न शकल्याने कित्येक अपघातग्रस्त प्राणाला मुकतात. हे चित्र बदलणे गरजेचे आहे. त्यासाठी अपघातग्रस्तांना मदत करण्याचे कौतुक झाले पाहिजे. पोलिसांविषयी लोकांच्या मनात असणारी भीती चांगल्या अर्थाने कमी झाली तरी बरेच काही ठिकठाक होईल...!

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Drawing Readers from Page 1

Content of the book comprises of topics related to

- An Overview on Road Safety Scenario in India, Maharashtra.
- Types of Road Accident,
- Critical analysis and solutions on road safety,
- First Aid and extrication techniques
- Know your Vehicle,
- License to drive and essential documents,
- Driving Techniques
- Road Safety Signs and symbols
- Principles of driving and rules & regulations
- Frequently asked questions

There are different types of vehicles such as Cars, Jeeps, Ambulance, Jeep trucks, Trucks, training school vehicles, are in use in various Companies, Schools and department s of Government of Maharashtra. There is a regular turnover of vehicle drivers every year, thus a need for regular training and of these drivers is essential. This book can be used as reference and training tool.

A new book in Marathi called “*Surakshit Pravas apalyach hathi*” on road safety authored by Dr. Prakash Bhatlawande, Director, LMRC Pune was released by Hon. Shri. R.R. Patil, Home Minister, Government of Maharashtra and Hon. Shri. Satej Patil, State Minister for Home affairs in presence of Traffic Commissioner; Shri. Arup Patnik, Addl. Chief Secretary for home Ministry, Commissioner of Police, Regional Transport officer, Pune Region and other dignitaries from Police, Traffic, road Safety Cell and RSP Students.

WHAT YOU SHOULD KNOW ABOUT MOTORCYCLE HELMETS

HELMETS WORK

Helmet effectiveness has been confirmed by responsible studies, while helmet myths – “helmets break necks, block vision and impair hearing” – have been consistently disproved. Safety-conscious riders wear helmets by deliberate choice every time they ride; we know that you will, too.

What a Helmet Does for You

First, it is the best protective gear you can wear while riding a motor-cycle. Think of it at the same time you think of your ignition key: Pick up the key; pick up the helmet. They go together. Helmet use is not a “cure-all” for motorcycle safety, but in a crash, a helmet can help protect your brain, your face, and your life. Combined with other protective gear, rider-education courses, proper licensing and public awareness, the use of helmets and protective gear is one way to reduce injury.

You hope you never have to “use” your helmet, just like you hope you won't ever need to “use” the seatbelt in your car. But crashes do happen. We can't predict when or what kind they will be. You should not say to yourself, “I'm just running down to the store,” and not wear your helmet. In any given year, a lot of people make good use of seatbelts, and a lot of riders give thanks that they were wearing helmets.

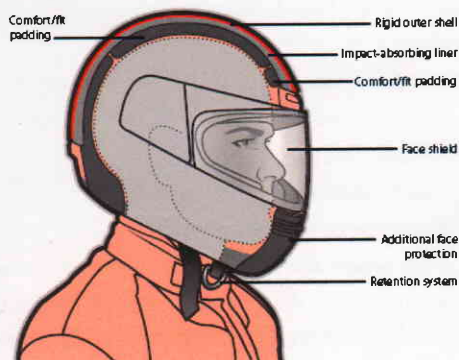
Second, a good helmet makes riding a motorcycle more fun, due to the comfort factor: another truth. It cuts down on wind noise roaring by your ears; on windblast on your face and eyes, and deflects bugs and other objects flying through the air. It even contributes to comfort from changing weather conditions and reduces rider fatigue.

Third, wearing a helmet shows that motorcyclists are responsible people; we take ourselves and motorcycling seriously. Wearing a helmet, no matter what the law says, is a projection of your attitude toward riding. And that attitude is plain to see by other riders and non-riders alike.

How and Why a Helmet Works

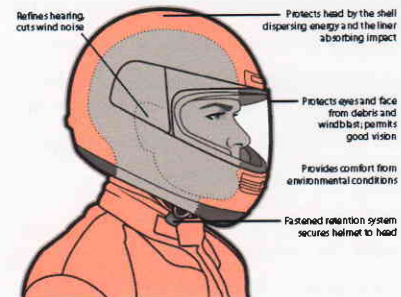
Different helmets do different things. There are hard hats on construction and heavy-industry heads; football helmets on athletes' heads, and Kevlar® caps on military heads. None are interchangeable. Motorcycle riding helmets are very sophisticated and specialized for the activity. They've been developed carefully and scientifically over the years.

Basic Construction



Four basic components work together to provide protection in the motorcycle helmet: an outer shell; an impact-absorbing liner; the comfort

Protective/Comfort Attributes



padding; and a good retention system. What we see first is the outer shell, usually made from some family of fiber-reinforced composites or thermoplastics like polycarbonate.

This is tough stuff, yet it's designed and intended to compress when it hits anything hard. That action disperses energy from the impact to lessen the force before it reaches your head, but it doesn't act alone to protect you.

Inside the shell is the equally important impact-absorbing liner, usually made of expanded polystyrene (commonly thought of as Styrofoam). This dense layer cushions and absorbs the shock as the helmet stops and your head wants to keep on moving. Both the shell and the liner compress if hit hard, spreading the forces of impact throughout the helmet material. The more impact-energy deflected or absorbed, the less there is of it to reach your head and do damage.

Some helmet shells delaminate on impact. Others may crack and break if forced to take a severe hit; this is one way a helmet acts to absorb shock. It is doing its intended job. Impact damage from a crash to the non-resilient liner may be invisible to the eye; it may look great, but it probably has little protective value left and should be replaced. The comfort padding is the soft foam-and-cloth layer that sits next to your head. It helps keep you comfortable and the helmet fitting snugly. In some helmets, this padding can even be taken out for cleaning.

The retention system, or chin strap, is very important. It is the one piece that keeps the helmet on your head in a crash. A strap is connected to each side of the shell. Every time you put the helmet on, fasten the strap securely. It only takes of couple of seconds. To ride without your helmet secured would be as questionable as driving without your seatbelt fastened.

CHOOSING A HELMET

While color, design and price may be a part of your decision about which helmet to buy, think first about protection and comfort. A full-face helmet gives the most protection since it covers more of your face. It usually has a moveable face shield that protects the eyes when it is closed.

See and be seen. Be prepared. Enjoy the ride.



FIRST RESPONDERS

QUARTERLY NEWSLETTER

What you must know when choosing a helmet is that it meets minimum safety standards. The way to find a well-made, reliable helmet is to look for the ISI 4151 mark/sticker on the inside or outside of the helmet. The Mark/sticker means the helmet meets the safety test standards of the Indian Department of Transportation and/or the Indian Standard Bureau.

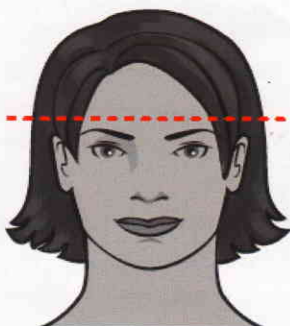
In Short

- All adult-sized helmets for on-highway use must meet ISI standards.
- Helmet dealers and distributors must ensure that all the helmets they sell bear the ISI 4151 sticker. Whatever your helmet choice, be sure it has this certification.
- You don't want an inferior helmet or one designed for another purpose. If someone tries to sell you one without it, don't buy it.
- If your helmet has no ISI 4151 sticker, do not wear it, regardless of its age.
- ISI has been testing helmets design and make sure that helmet they approve has life-saving, shock-absorbing minimums.
- Even the best helmet is no guarantee against injury. However, without a helmet you are more likely to have serious head injuries than a rider who is wearing one.

Size

There's more to fitting a helmet than just buying the one that matches your hat size or guessing at "small, medium or large." However, hat size is a good starting point. If you don't know your size, you can use the chart below. Measure your head at its largest circumference – usually just above your eyebrows in front, over your eyes and around in back. Try it several times so you know you've gotten the largest number. If your head size falls between the numbers listed, use the larger size. Most helmets are marked and sold as S, M, L or XL, so you may need to contact the manufacturer for size equivalents. Helmet sizes vary among manufacturers and model types.

Getting the Right Fit



inches	cm	Hat Size
21 1/4	54	6 3/4
21 5/8	54.9	6 7/8
22	55.9	7
22 3/8	56.8	7 1/8
22 3/4	57.8	7 1/4
23 1/8	58.7	7 3/8
23 7/8	60.6	7 5/8
24 1/4	61.6	7 3/4
23 3/4	62.9	7 5/8

The Best Way to Try on Your Helmet

Hold it by the chin straps. The bottom of the helmet should face you with the front pointing down. Put your thumbs on the inside of the straps, balancing the helmet with your fingertips. Spread the sides of the helmet apart slightly and slip it down over your head using the chin straps.



The helmet should fit snugly and may even feel a bit too tight until it is in place correctly. Be sure it sits squarely on your head. It shouldn't be tilted back on your head like a hat. Remember, if your helmet is too large, several things could happen: it will move around and up and down on your head when you least want it to; it can be noisy and let in wind; worst of all, it may come off in a crash!

Once the helmet is on your head, make a few other fit checks before fastening the straps.

- The cheek pads should touch your cheeks without pressing uncomfortably.
- There should be no gaps between your temples and the brow pads.
- If the helmet has a neck roll, it shouldn't push the helmet away from the back of your neck.
- On full-face helmets, press on the chin piece. The helmet or face shield should not touch your nose or chin. If it does, it will surely do so at speed from wind pressure.

With the helmet still on and the straps securely fastened, move it from side to side and up and down with your hands. If it fits right, your skin should move as the helmet is moved. You should feel as if a slight, even pressure is being exerted all over your head. Remember, too, that a helmet loosens up a bit as the comfort liner compresses through use.

A new helmet should be as tight as you can comfortably wear it. Now, with the chin strap still securely fastened and your head straight, try rolling the helmet forward off your head. You shouldn't be able to pull it off. If you can, the helmet is too big.

Take off the helmet. Does your head feel sore anywhere? Are there any red spots on your forehead? Pressure points can be uncomfortable and can cause a headache after a long ride, so be sure your helmet isn't causing any. If it is, choose the next largest size or try a different brand of helmet. Human heads are not all the same shape, neither are helmets.

If you are still unsure about the helmet's fit, wear it around the store for a while to see if it remains comfortable. A helmet is an important investment, no matter what its price. Be sure the one you choose is right for you.

Wear your helmet, every time you ride.

नियम पाळा, रस्ते अपघात टाळा रिक्षाचालकांच्या कार्यशाळेत श्री भाई वैद्य यांचे प्रातिपादन

सध्या रास्ते अपघातात युद्धापेक्षाही अधिक मनुष्यहानी होत असून, ती रोखण्यासाठी वाहतुकीच्या नियमांचे व कायद्याचे पालन करणे नितांत गरजेचे आहे, असे प्रतिपादन ज्येष्ठ समाजवादी विचारवंत श्री भाई वैद्य यांनी मंगळवारी (ता. १५) येथे केले. लोकमान्य मेडिकल फाउंडेशन व महाराष्ट्र रिक्षा पंचायतीच्या वतीने आणि आरटीओच्या सहकार्याने शहरातील रिक्षाचालकांसाठी आयोजित कार्यशाळेत ते बोलत होते.

प्रसिद्ध बांधकाम व्यावसायिक श्री डी. एस. कुलकर्णी यांनी कार्यशाळेचे उद्घाटन केले. लोकमान्यचे प्रमुख विश्वस्त डॉ. व्ही. जी. जी. वैद्य, वैद्यकिय संचालिका डॉ. सुचित्रा मानकर, रिक्षा पंचायतीचे अध्यक्ष श्री बाबा कांबळे, पिंपरी-चिंचवड उपप्रादेशिक कार्यालयाचे अधिकारी श्री जितेंद्र पाटील, सहायक अधिकारी श्री एच. एस. गडसिंग आदी या वेळी उपस्थित होते.

सुरक्षित रस्ता, सुरक्षित जीवन हा या कार्यशाळेचा विषय होता. त्यासाठी कामगार भवनातील लोखंडे सभागृह रिक्षाचालकांनी हाऊसफुल्ल झाले होते. अपघातग्रस्तांना तातडीने मदत व्हावी यासाठी रिक्षाचालकांना या वेळी प्रथमोपचाराचे प्रशिक्षण व कीटही देण्यात आले.

तरुणांनी प्राधान्याने वाहतूक शिस्त पाळावी, असा सल्ला श्री भाई वैद्य यांनी दिला. समाजातील प्रतिमा अधिक उजळ करण्यासाठी रिक्षावाले काकांनी आपली व्यसने सोडण्याची गरजही त्यांनी प्रतिपदित केली. रिक्षाचालकांसाठी विमा संरक्षणाची निकडही त्यांनी बोलून दाखविली.

पर्यावरण रक्षणासाठी बॅटरीवर चालणाऱ्या परदेशातील हायब्रीड रिक्षा देशात येण्याची गरज श्री. कुलकर्णी यांनी बोलून दाखविली. रिक्षाचालकांचा विमा नसल्याबद्दल त्यांनी आश्चर्य व्यक्त केले. अपघातग्रस्तांना मदत करणाऱ्या रिक्षाचालकांसाठी ना नफा ना तोटा या तत्वावर गृहप्रकल्प राबविण्याची तयारीही त्यांनी या वेळी दर्शविली. डॉ. श्रीकृष्ण जोशी यांनी सूत्रसंचालक केले.

FIRST RESPONDERS TRAINING PROGRAMME FOR RICKSHAW DRIVERS

Training programme for Auto rickshaw

- (Ist responders) Develop trained first responders and create a cadre of Basic Life Support trained rickshaw drivers to facilitate careful transportation of road accident victims.
- Selection & marking of 250 Auto-rickshaw stands in PCMC area out of 500 stands as per the vulnerability of the location
- Auto-rickshaw drivers were enrolled with the help of Dy-RTO and Maharashtra Rickshaw Panchayat, Pimpri, Pune.
- 703 Rickshaw Drivers were Trained as Ist responders
- First Aid Kit & Shifters (modified stretcher suitable for 3 wheelers) were Distributed
- Rescue of Accident Victim by Auto rickshaw Drivers:
 - 35 Auto Rickshaw in and around PCMC brought patients to various hospital including Lokmanya Hospital
 - Victims were carried in Shifter to Lokmanya Hospital as well as other hospital
 - First aid box given to the Auto rickshaw drivers were appreciated and the Auto Rickshaw drivers 56 % agreed to refill the same.



First Responders training Programme for Rickshaw Drivers inaugurated at the August hands of Shri. D.S.Kulkarni, Industrialist and Social Activist Shri. Bhai Vaidya in presence of Dy. RTO Shri. Jitendra Patil, PCMC, Asst. RTO Shri. H.Gadshing, Shri. Baba Kamble President Maharashtra Rickshaw Panchayat, Dr. V.G.Vaidya Managing Trustee, LMF and Other Dignitaries.

QUALITATIVE AND QUANTITATIVE IMPACT OF THE SAFE LIFE INITIATIVE

STAKE HOLDERS & OPINION LEADERS WORKSHOP

- Identification of Key Stakeholders for Safe life initiative and programme implementation
- Quantitative Outcome : 50 members from all the key organizations like Elected Representatives, Industrialists, Government Agencies, Health, Police, Media, Fire Brigade, NGO's, Highway Authorities, and Local CBO's were involved in one-day workshop.
- For the first time the Government of Maharashtra had taken note of road safety issues in the state of Maharashtra and called a high level meeting under the chairmanship of Hon. Shri R.R. Patil, Minister for Home Affairs and Hon. Shri. Ramesh Baghve State Minister of Home affairs; attended by all the departmental heads of Police, Traffic Police, Transport, Health and Lokmanya Medical foundation.
- During the above meeting it was resolved to observe the fortnight from 1st January to 15 January as Maharashtra Road Safety Campaign every year
- Hon. Home Minister directed the transport office to chalk out the state action plan for road safety.
- He also assured to introduce Emergency Medical Services Bill in the Legislative assembly soon.
- He also assured to felicitate all those people who respond to accident victim and save lives

..*..

Drawing Readers from page 1

Recruiting and training particularly motivated citizens who often confront emergencies, such as drivers of public transportation, to function as prehospital care providers can add to this resource. Lay responders are likely to be successful where the burden of injuries and other emergencies is high; training them in basic life-saving skills improves patient outcomes.

This system allows the first responders to respond more rapidly, with second responder involvement only if needed. Accordingly, paramedical personnel should be introduced in large urban areas where they do not function at present and should be stationed at dispatch sites with dedicated vehicles, fast communications with the hospitals in the area, and links with other emergency services such as the fire and police departments. Other enabling factors are good telecommunications; rapid and dedicated transportation; and coordinating capacity among the community, hospitals, and other emergency services.

"Safe Life Initiative on Road Safety" shows that improved organization and planning for emergency care can be done at a reasonable cost and lead to more appropriate use of resources, improved care, and better outcomes.

TRAINING FOR COLLEGE BOYS & GIRLS

Develop trained first responders on road safety issues and injury prevention

- | | |
|---|-------|
| • College Students trained | : 414 |
| • Total No of Colleges Approached | : 15 |
| • Total No of Colleges Participated | : 04 |
| • Total No of First Responders Trained (College Students) | : 414 |

Outcome Indicator

- 414 were trained on Basic Life Support and Comprehensive Emergency Medicine.
- 200 students were trained other than target population of the Safe Life Initiative project.

The primary target audience was two wheeler drivers who have recently started driving or registering for new driving license. The target trainees were MBA and Engineering Students of PCMC area. The beneficiary took oath on Helmet usage, and Drink & Drive.



10 COMMITMENTS FOR ROAD USERS

Road safety starts with you. Show you are committed to road safety by following 10 commitments for road users.

I commit to:

1. Not use alcohol or drugs while taking part in traffic
2. Use a seatbelt, in the front and in the backseat of a car
3. Wear my helmet on a motorcycle
4. Drive at a safe speed and keep a safe distance suitable for the conditions
5. Not use a mobile phone while driving
6. Be visible as a pedestrian or cyclist
7. Keep my vehicle in a good condition
8. Know and respect the traffic rules
9. Be licensed and trained for the vehicle I drive
10. Know how to react in case of a crash

We need you to act as a role model; you have a great influence on your direct environment.

Please talk with your peers about the importance of road safety and reward good and discuss bad behavior.

You can make a difference; together we can save millions of people.

National Road Safety and Traffic Management Board Bill, 2010 Lokmanya Sent comments/suggestions on request to Rajya Sabha (Upper House of Parliament of India)

The National Road Safety and Traffic Management Board Bill, 2010 has been referred to the Department-related Parliamentary Standing Committee on Transport, Tourism and Culture for examination and report. This Bill seeks to establish a dedicated and integrated agency - the National Road Safety and Traffic Management Board for the orderly development, regulation, promotion and optimization of modern and effective road safety and traffic management system and practices in relation to the national highways. The Board would also ensure improved safety standards in highway design, construction, operation and regulate high standards in production and maintenance of mechanically propelled vehicles and for related matters.

Lokmanya Safe Life Initiative core group have studied the Bill and have sent comments/suggestions on the bill with regards to setting up of emergency medical services and training first responders along the national highway and expressway.

Lokmanya Medical Foundation is a registered, not-for-profit Organization promoting the Road safety with programs and public information under Safe Life Initiative on Road Safety Sponsored by the UPS India

The information contained in this publication is offered for the benefit of College student, young riders and those who have an interest in riding Road Safety. The information has been compiled from publications and observations of individuals and organizations familiar with the Road Safety, Emergency Medical Services, Road Safety Research and training.

Editorial

Right to life and safety is the fundamental right of every citizen. This is guaranteed under the constitution of India. However, many people die every year from road accidents all over the world than the number killed during the whole of the Second World War. Various studies by World Bank have estimated that about 5,00,000 people lose their life every year as a result of road accidents and over 15 million suffer injuries. About 70 percent of these road accidents occur in developing countries.

In every metro cities in India; Newspapers give a daily report of people killed and injured in traffic accidents. As a response to this heightened awareness, many NGOs have come up to deal with this increasing urban epidemic of death and destruction.

Police & traffic departments holds road safety week every year, during which many awareness events like painting competitions, zero tolerance drives and demand greater powers to fine and punish. In spite of these efforts the killing and the maiming continue unabated.

The recent statistics on road safety presents a very grim picture; Road fatalities now leads the list of accidental deaths in India much more than any other such as by drowning, fire, rail or air mishaps. The magnitude of road accidents in India is increasing at an alarming rate. About 80,000 people are killed every year in Maharashtra and top the number of road fatalities above the National average of road fatalities per kilometer 0.025.

Road fatalities are caused due to various reasons, primary among them are bad condition of roads and traffic violations, poor implementation of various laws governing road traffic and safety issues, and last but not the least, the faulty road engineering and road design. Furthermore, lack of awareness on road safety issues amongst the general masses and apathy of the policy makers and implementers add to the increasing problem of road safety.

Under such conditions road safety calls for urgent action. Now how do we start? First of all, we should select good practices or road safety measures that are known to work in our situations and apply them locally. Second, we need to set up a systems for collection and analysis of road accident data on a scientific basis suited to our socio-economic conditions. Then, these data can be used to fine tune policies and set up long term safety programs. It is high time our policy makers and vehicle manufacturers give more importance to science in road safety rather than public Relation for road safety.

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The United Nations General Assembly proclaimed the period 2011-2020 as the Decade of Action for Road Safety, "with a goal to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels".