NATPAC is consistently advocating for the safety of public on roads powered by the expertise and experience gained over the years. NATPAC has a wide range of activities and functions that support the state’s role in road safety. The need to analyse traffic safety from an ethical perspective has become more urgent due to the recent tendencies. The road traffic accidents are one of the leading causes of death and serious injuries in our state. Consequently there is a grave need for emphasizing on traffic safety and related education. The technological advancement like ITS application can be of much help in accelerating the efforts of realizing the globally accepted mission of Vision Zero (Zero deaths and serious injuries). How well the road users are informed and educated is dependent on the quality of road safety education imparted to them. Though the road safety education starts at school, but much desired is left to be done. As a landmark initiative in this course, NATPAC has launched an innovative programme- “Road Safety Awareness to Higher Secondary Students in Kerala”. This can bring an attitudinal change in the young minds about the road usage and modes of travelling. Apart from this, in order to extend the outreach, NATPAC is anchoring a series of state wide awareness programmes for the general public and children regarding primary trauma care and road safety. Time and again NATPAC does persist on sharing our collective wisdom for adopting the best practices in the world to this noble cause of saving the lives and thereby implementing a sustainable road safety action plan.
Road Safety awareness is important in achieving a safe system and the involvement of Higher Secondary Students is crucial as active contributors to a community. NATPAC launched a new programme – ‘Road Safety Awareness to Higher Secondary Students in Kerala’ with the support of Department of Higher Secondary Education and School authorities.

The State level launching of this programme was done by Shri. A. Noushad, Regional Deputy Director, Higher Secondary Education, Kozhikode at St. Joseph Higher Secondary School, Kozhikode on 7th October 2014.

The inaugural session was attended by Fr. K. Devasi, Principal and Shri. C. Janardhanan, Executive Director, KARMA, Kozhikode. 210 students attended the training. The training will equip students to:

- Critically analyse the behaviours of road users and to plan, carry out and evaluate actions that lead to safer journeys
- Practice driving in different conditions
- Develop confidence and safe driving skills as a matter of habit so that they can devote more attention to observe and avoid hazards
- Critically analyse a variety of simulated situations and transport environments and to suggest strategies to manage these safely

Road Safety Training to Higher Secondary Students was conducted at Govt. Higher Secondary School, Vilavoorkal, Thiruvananthapuram on 14th November 2014. 150 students attended the training.

Road Safety Training to National Service Scheme (NSS) volunteers was conducted at KPSPM VHSS, East Kallada, Kollam on 22nd December 2014. In the afternoon session the volunteers were taken to Chittumala junction for evaluating road safety issues. Road show was also conducted by the volunteers which was flagged off by Sub Inspector of Police, East Kallada. 55 volunteers attended the training.

Road Show by NSS volunteers

Safe Road to School

Shri. K.K. Sajeev, Circle Inspector, Thrissur East Inaugurating the SRS programme at Chaldean Syrian Higher Secondary School

A class on ‘Road Safety’ at Govt. Higher Secondary School, Vilavoorkal
Road Safety Youth Leadership Programme

- The Centre organised Road Safety Awareness Programme for National Service Scheme (NSS) volunteers at Sree Guruvayurappan College, Kozhikode on 7th October 2014. 200 volunteers attended the training.

- NATPAC in association with Kerala State Youth Welfare Board organised a one day workshop for District Level Officers and Co-ordinators of Kerala State Youth Welfare Board on 9th October 2014 at Sasthra Bhavan, Pattom. The programme was inaugurated by Shri. Radhakrishnan Nair, Member Secretary, KSYWB. Keynote address was delivered by Smt. B.G.Sreedevi, Director, NATPAC.

- NATPAC organised Road Safety Training Programme for National Service Scheme (NSS) Students at CMMM College for Advanced Studies, Varkala on 23rd December 2014.

Road Safety Training for Various Target Groups


ii. Training on Road Safety, Staff Training Centre, KSRTC, Attakulangara on 28th October 2014 as part of Refresher Training Programme for KSRTC Vehicle Inspectors and Drivers.

iii. Training on Road Safety, Police Training College, Thiruvananthapuram on 29th and 30th October 2014.

iv. Road Safety Awareness Programme for members of ‘Unarvu’, a forum for senior citizens sponsored by Govt. of Kerala, at Samskrithi Bhavan on 15th November 2014. 250 senior citizens attended the session.
Exhibitions


ii. **Road Safety Exhibition and audio-visual programmes at Sree Narayana Central School, Nedungolam, Kollam, 21st– 22nd November 2014.**

### Analysis of Road Accident Causative Factors

**LPG Bullet Accident at Kundannoor**

On 23rd October 2014 an accident between a LPG Bullet and a Nano Car occurred at Kundannoor in Ernakulam District at 08.15 pm. The driver of the LPG bullet was killed in the accident. This happened about 200 metres east of Kundannoor Junction on NH – 49. As per Police FIR, the accident occurred when the tanker driver applied the brakes and swerved the vehicle to avoid ramming into a Tata Nano car parked on the road side, which had started entering the road in reverse gear. The heavy vehicles’ cabin (prime mover) crashed into an electric post. The driver of LPG bullet succumbed to injuries.

Officials from NATPAC visited the accident spot on 27th October 2014. The reckless and negligent action of the driver of the Nano car caused the accident. The LPG bullet carrying 18 tonnes of LPG was heading to Paripally in Kollam from IOC plant in Palluruthy.

If the driver of the car had ensured that the road is clear before reversing, the accident could have been averted. It is also not clear whether the head lights of the car were on. Zig-zag skid marks of the LPG bullet were seen for about 25 feet length at the spot indicating the excessive speed of the LPG bullet. According to locals, the traffic is very lean in this stretch after 08.00 pm. It is conspicuous that the road width was not sufficient in this stretch. Paved shoulders should be provided with specific markings. Widening of road at this spot is mandatory as there is frequent movement of vehicles carrying hazardous materials. This being a shopping area, off road parking facilities should be provided. Head-in parking at on-street parking spaces should be prohibited in these areas. Designated parking places should also be marked and informative parking signs should be mounted on the kerb side.

An old structure of water tank can be seen near the accident site. Fixed objects should be removed or relocated to a place where they are less likely to be hit as it obstructs the direct vision of drivers.
Mini Lorry Accident at Cherthala

An accident between a Mini Lorry and Scorpio Car took place at NH-47 (Alappuzha – Ernakulam) in front of Government Polytechnic, Cherthala, Alappuzha District on 2nd October 2014 at 04.20 am. Three people travelling in the car were killed and five people in the car got seriously injured. Both vehicles were completely damaged.

The spot study revealed that the Scorpio Car was coming from Alappuzha towards Ernakulam. When the car reached Cherthala Government Polytechnic, it collided against the loaded mini lorry coming in the opposite direction.

As per the Police FIR the rash and negligent driving of mini lorry driver was the reason for this fatal incident. One passenger in the car was killed on the spot and two died in hospital the same day. Five people including the driver of the car were seriously injured. The driver of mini lorry also sustained injuries. Since it was early morning the traffic volume was less and it is inferred that both the vehicle were speeding at the time of the crash.

NATPAC implied on providing sufficient street lights in this area. Deep and muddy pot holes were seen on both sides of the road. It is recommended to level the road shoulders on both sides. Unauthorised parking especially during night should be prohibited in these areas for better visibility.

Motorcycle Accident at Aroor

The reckless driving of a motorcyclist claimed two lives in an accident at Aroor in Alappuzha District on the 24th of October 2014 at 07:30 pm.

A motorcyclist with a pillion rider hit directly on the rear side of the bus parked along the shoulder in Aroor-Cherthala road. The two riders on the motor cycle died on the spot. The motorcycle was completely damaged in the incident while the bus suffered minor damages at the rear end. According to FIR the private bus was parked on the shoulder without obstructing the movement of vehicles on the road when it was hit by a motorcycle proceeding towards Cherthala side. As per investigation conducted by the NATPAC team, it is revealed that there is rashness and negligence on the part of the deceased motorcycle driver as the private bus was in stationary position and was parked on the extreme edge of the road shoulder.

The location is a straight road having direct visibility of about 300 meters towards north and south so there is nothing unusual to be mentioned about the accident spot. It was learnt from secondary sources that both the motorcyclists were drunk and was returning after attending a pre marriage function of their relative.

NATPAC suggested remedial measures like, Enhancing Police enforcement for crackdown on drunken driving. Parking of vehicles on the foot path should be prohibited for safety of other road users.

Bus Accident at Akkulam Bridge

An accident between an Engineering College Bus and Scooter took place at NH-47 Bypass near Akkulam Bridge in Thiruvananthapuram District on 31st December 2014 at 05.25 pm. Two people riding on the scooter were killed.

As per FIR of Police, the Marian Engineering College bus hit the rear end of a scooter while trying to overtake it. As a result the scooter hit another two wheeler ahead and fell to its right throwing its two passengers on the road. The passengers lying on the road were run over by the same bus resulting in their death.

Officials from NATPAC visited the accident spot on 2nd January 2015. The accident
location is on NH-47 bypass which is from Kazhakoottam to Kovalam. The cross section of the road where the accident occurred is a two lane road with paved shoulders on both sides. But at the accident spot the shoulders are entirely covered with vegetation. Pavement surface is of good riding quality.

Main flaw in the design of this road stretch is the uneven roadway width influencing the speed of the drivers. The road is quite wide at Kazhakoottam side of the stretch which reduces abruptly when it approaches the Akkulam bridge. Traffic sign showing “GO SLOW” is placed just before the bridge which does not serve the purpose. The sign should be placed at least 100 m ahead of the bridge where the lanes are wider giving enough time and space for the drivers to slow down. Lane markings have faded away and are less visible. The thick vegetation on left side of the accident spot poses great threat to the pedestrians forcing them to use the roadway.

The team inspected the scooter which was taken into the police custody at traffic station, Pattom. It was apparent that the information given by the locals were not true. It was the scooter which had taken hit on the rear left indicating that the crash had taken place while the scooter was trying to overtake the bus. This assertion could be proved only after detailed inspection of the college bus. The rash and negligence of the scooter driver was found as the root cause of this accident. However the thick vegetation covering the paved shoulder and the sudden reduction in the width of the roadway assisted the root cause.

NATPAC suggested that ‘GO SLOW’ sign should be provided well ahead of the bridge where the road is wider. Proper road illumination is to be ensured through street lighting and reflective pavement markings. Solar flashing amber light systems should be installed at this accident prone location. Periodic cutting of the vegetation will prevent it from growing on to the roadway.
### Road accident details in the districts of Kerala in 2014

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<th>DISTRICTS</th>
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Trend of Accidents Involving Various Types of Vehicles in Kerala (2010-'14)

Source: SCRB