### Road Safety Action Plan format Provided by MORTH

#### Pillar 1: Road Safety Management-Institution and Capacity Building

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<tr>
<th>S.No.</th>
<th>ACTIVITY</th>
<th>TARGET</th>
<th>Nodal Agency</th>
<th>Other Stakeholders</th>
<th>Resources required</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Set up a committee under the Chief secretary and consisting of Secretaries Transport, PWD, Health, Home Affairs, DG Police etc. to periodically review the road safety situation in the state.</td>
<td>One Month</td>
<td>State Govt. (Transport Department)</td>
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<td>2.</td>
<td>Establish/ Designate a lead agency on road safety at the level with resources and authority to implement measures</td>
<td>State level</td>
<td>Two Month</td>
<td>State Govt. (Transport Department)</td>
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<td>District level</td>
<td>Two Month</td>
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<td>Panchayat level</td>
<td>Two Month</td>
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<td>3.</td>
<td>Develop an Action Plan for Road Safety with specific performance targets and identified resources</td>
<td>State level</td>
<td>Three Month</td>
<td>Transport Department</td>
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<td></td>
<td></td>
<td>District level</td>
<td>Three Month</td>
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<td>4.</td>
<td>Setting up and allocation of road safety fund. Part of fines collected to go Road Safety Fund.</td>
<td>State level</td>
<td>Six Month</td>
<td>Transport Department</td>
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<td>District level</td>
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<td>Panchayat level</td>
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<tr>
<td></td>
<td>Set up Accident</td>
<td>State</td>
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<td>Police/</td>
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<td></td>
<td>Recording System: The system of automated GIS based accident recording should be strengthened.</td>
<td>level</td>
<td>Transport</td>
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<td>Panchayat level</td>
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<td>5.</td>
<td>Set up an agency to conduct Accident Investigation and research on road safety issues</td>
<td>Six Months</td>
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<td>6.</td>
<td>Third party audit of driving schools by CIRT,IDTRs</td>
<td>Transport Department (Rules)</td>
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### Pillar 2: SAFER ROADS AND MOBILITY

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<tr>
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<th>Other Stakeholders</th>
<th>Resources required</th>
<th>Progress</th>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>The design standards for Indian roads are contained in the Codes of Practice and Standards of the Indian Roads Congress. Detailed instructions in this regards were issued by the Ministry of Road Transport and Highways vide their Circular No. RW/NH-35072/04/2004-S&amp;R(R) dated 27&lt;sup&gt;th&lt;/sup&gt; April, 2010. No estimate should be sanctioned by the State Government unless the recommended provisions have been included.</td>
<td>Forthwith</td>
<td>State PWD</td>
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<td>2.</td>
<td>Improving Road Marking and Signage's: All state highways and other roads should have signs and road markings as per IRC standard.</td>
<td>This work for State highways and other roads should be taken up on priority to be completed in two years.</td>
<td>State PWD</td>
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<td>3.</td>
<td>Road Safety Audit and Implementation of Recommendations : RSAs should be done on all state highways and</td>
<td>The work should start for the former</td>
<td>State PWD</td>
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other roads. Implementation of RSA recommendations by division a safety measures plan should be put in place.

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<td>4.</td>
<td>Eliminate high risk stretches- Black Spot on state highways and other roads</td>
<td>100 per year</td>
<td>State PWD</td>
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<td>5.</td>
<td>Improvement of junctions on state highways and other roads.</td>
<td>50 per year</td>
<td>State PWD</td>
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<td>6.</td>
<td>Improve lighting on Highways near habitations</td>
<td>500 locations per year</td>
<td>State PWD</td>
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<td>7.</td>
<td>Removal of dangerous road side objects</td>
<td>20 per year</td>
<td>State PWD</td>
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<td>8.</td>
<td>Training for Road Safety: Engineers involved in planning, design, construction and operation of highways need to be trained on road safety. In addition, consultants, contractors and concessionaires also need to be trained. Facility available at the Indian Academy of Highway Engineers (IAHE).</td>
<td>20 per year</td>
<td>State PWD</td>
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<td>9.</td>
<td>Provision of separate roads for bicycles and non motorized modes on all arterial roads and highways.</td>
<td>Six Months</td>
<td>State PWD</td>
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<td>10.</td>
<td>Establish a specialist road safety unit to monitor and improve the safety of road network</td>
<td>Six Months</td>
<td>State PWD</td>
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<td>11.</td>
<td>Speed Calming measures on Highways near inhabited areas: At</td>
<td>100 locations a</td>
<td>State PWD</td>
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</table>
present, there is insufficient facility for people to crossover from one side to other as a consequence of which large number of pedestrian deaths are taking place in these areas. Provision of crossover for pedestrians and safety devices like central verge, railing, grills on both sides of the highways. There is also need for setting speed limits, caution signs, speed calming measures like table top speed breakers, rumble strips on highways particularly on vulnerable locations so that vehicles slow down at appropriate places.

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<td>12.</td>
<td>Installation of speed management measures by way of transition from highway to city traffic</td>
<td>20 location per year</td>
<td>State PWD</td>
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<td>13.</td>
<td>Providing truck lay bays and providing bus bays and bus shelters along State Highways.</td>
<td>50 each per year</td>
<td>State PWD</td>
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<td>14.</td>
<td>Wayside amenities for long distance drivers: A large number of accidents happen because long distance drivers do not have wayside amenities for rest and recuperation. There is urgent need to establish these amenities on roadsides at national and other highways because accidents generally happen due to fatigue and</td>
<td>50 locations a year</td>
<td>State PWD</td>
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<td>over work. Transporters need to be educated to have a reasonable schedule of movement of vehicle which will not force drivers to drive long hours without sleep and rest.</td>
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<td>15. Develop a model stretch of Safe Highway on an accident prone stretch and evaluate results.</td>
<td>State PWD</td>
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### Pillar 3: SAFER VEHICLES

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<th>TARGET</th>
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<th>Other Stakeholders</th>
<th>Resources required</th>
<th>Progress</th>
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</thead>
<tbody>
<tr>
<td>1.</td>
<td>Safety of in-use Vehicles- Inspection and certification (I&amp;C) Regime Implementation. The State Government should identify the agencies to carry out setting up, operations and monitoring of inspection centres such that no vehicle is registered/ re- registered unless it possesses a valid vehicle inspection certificate.</td>
<td>One Year</td>
<td>Transport Department</td>
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<tr>
<td>2.</td>
<td>Auditing Vehicle Inspection Centres: I&amp;C programmes are often associated with fraudulent practices and corruption and the state transport department would have to outsource auditing of such centres to renowned automotive testing centres like Automotive Research Association of India (ARAI). Severe deterrent action should be initiated against offenders.</td>
<td>Three Month</td>
<td>Transport Department (Rules)</td>
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<td>3.</td>
<td>Maintenance Programme : Facilities for maintenance need to be developed for vehicles diagnosed with faults during inspections</td>
<td>One Year</td>
<td>Transport Department</td>
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<td>4.</td>
<td>Legislative reforms: The validity for the fitness certificate, details of parameters to be checked including items of safety and environment and</td>
<td>One Year</td>
<td>Transport Department</td>
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a Code of Practice need to be amended/ incorporated.

5. **Human Resource Development:** Training modules need to be developed targeting staff, attendants, inspectors, auditors and mechanics.
   
   | One Year | Transport Department |

6. **Compulsory installation of GPS in Commercial Vehicles:** There is tendency of over speeding and dangerous driving by commercial vehicles. There should be compulsory GPS devise installation in all commercial vehicles. By installing GPS, there can be a check on which roads these vehicles are travelling and to find out their locations at any particular time. The vehicle owner will be much better of as they will be able to locate their vehicles through the length and breadth if the GPS systems are installed in commercial vehicles. This will check misuse of commercial vehicles, facilitation in locating them in case of untoward accidents.
   
   | One Year | Transport Department |

7. **To increase visibility at night:** reflective tapes be put as prescribed as per AIS 090 standards for 3 wheelers, Taxi, LCV, HCV, and Buses. This should also be followed

   | Forthwith | Transport Department |
for trucks, Trailers. During annual fitness tests the Transport Department officials should verify this as per Rule 62 of CMVR.

8. Under protection devices in trucks and buses should be fitted as required under rules and checked for the same. During annual fitness tests the Transport Department officials should verify this as per Rule 62 of CMVR.

9. Under CMVR Rule 104, AIS standards are prescribed for installation of mirrors on different category of vehicles. However, vehicles are not always complying with these, particularly the 3 Wheelers where the side mirrors are positioned inside. During annual fitness tests the Transport Department officials should verify this as per rule 62 of CMVR.

10. Rule 93 of the CMVR 1989 defines the overall dimensions of the various categories of motor vehicles. This rule is often not being complied with, causing great danger to the traffic. The rule needs to be strictly enforced.

11. Rule 118 provides for speed governors on transport vehicles.
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<th>During annual fitness tests the Transport Department officials should verify this as per Rule 62 CMVR.</th>
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<tr>
<td>12.</td>
<td>Conspicuity of Bicycles and other non-motorized vehicles: Guidelines to be issued s.138(2)(i)&amp; (j) of MVA,1988</td>
<td>Three months</td>
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<td>13.</td>
<td>Fitness of school buses and other school transport</td>
<td>100% check every year</td>
<td>Transport Department</td>
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<td>S.No</td>
<td>ACTIVITY</td>
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<tr>
<td>1.</td>
<td>Enforcing use of Road Safety Devices like Helmet, Seat Belt including seat belt in commercial vehicles</td>
<td>100% compliance in six months</td>
<td>Police</td>
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<tr>
<td>2.</td>
<td>Set and enforce speed limits including on National Highways</td>
<td>Set speed limits for all roads in six months. Enforce at 100 critical locations randomly</td>
<td>Police</td>
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<td>3.</td>
<td>Penalize use of mobile phones by drivers</td>
<td>500 Challans per year</td>
<td>Police</td>
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<td>4.</td>
<td>Penalize dangerously parked vehicles on highways and other roads</td>
<td>200 challans per year</td>
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<td>5.</td>
<td>Remove encroachment from footpaths and roads.</td>
<td>100 locations in the first year</td>
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<td>6.</td>
<td>Check Overloading of Commercial Vehicles; Install Weigh-in-Motion facility where required.</td>
<td>To be completed in two years.</td>
<td>Transport Department</td>
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<td>7.</td>
<td>Drunken Driving: Suspension of driving license and conviction under</td>
<td>100 each per year</td>
<td>Police</td>
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</table>
Section 185 of MV Act. Section 185 of MV Rules states imprisonment as one of the punishments against drunken driving and under Section 20 provides for suspension of driving licenses where has been conviction under Section under Section 185. These provisions are not being adequately invoked by enforcement agencies before the concerned courts, which ought to be made use of.

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<tr>
<td>8.</td>
<td>Issuance of driving licenses: It has been felt by all enforcement agencies that the present system of issuance of driving license is not up to the mark. There is an urgent need to have a comprehensive test of the skills of applicants before driving license of any category is issued to the applicant.</td>
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<td>Six months</td>
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<td>9.</td>
<td>Digitization of Driving Licenses including legacy data</td>
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<td>One year</td>
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<td>10.</td>
<td>Strict Checking of Overcrowded Passenger Vehicles: It is common experience in all major cities and towns that commercial passenger vehicles are heavily overloaded which lead to frequent accidents with multiple deaths. In case of overloading of passenger vehicles, there should be provision of</td>
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<td>1000 in the first year</td>
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cancellation of permit. Presently, there is only a provision of fine which is no deterrence for checking of overloading of passenger vehicles.

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<td>11. Database of all Traffic Violations: According to MV Act provision, there is different punishment for first traffic rule violation and for subsequent offences. As most of the states do not have database of traffic rule violation prosecution, enhanced punishment is not possible for most of the traffic offences.</td>
<td>One year</td>
<td>Police</td>
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<tr>
<td>12. As per CMVR1989, the painting of headlights in top half is not allowed. Moreover, vehicles are required to be driven at low beam at nights. The rules need to be enforced and drivers made aware of this.</td>
<td>Forthwith</td>
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<tr>
<td>13. Use of Technology for Interaction with Road Users: Delhi Traffic Police has pioneered its interaction with inter-road users by social networking sites like Face book. More than 80,000 are connected to Delhi Traffic through its Face book. This has acted as empowerment of road users, sharing of information by Traffic Police and the road users and improvement in traffic road safety through interaction. It is</td>
<td>Set up within three months</td>
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suggested that all public utility department like Transport Department, Traffic Police must have constant interaction with road users. Similarly sharing of information through facilities like SMS alert service, 24 x7 helpline can be effective instrument for improvement in road safety.

14. Modernization of Traffic Management System in cities: with introduction of latest technology in traffic management like CCTVs, speed cameras, e-challans, red light cameras, variables messaging, video analytics and other systems of intelligent traffic system, we can reduce dependence on manpower and can have an effective traffic management system. Bangalore Traffic Police has shown the way by having most of the components of intelligent traffic system functional in the state. Other states should also induct technology for regulation and enforcement. This will increase road safety scenario all around.

15. For proper enforcement of rules, the traffic police should be strengthened in numbers and if possible a separate dedicated cadre may be constituted.

<p>| 25 locations | One year |</p>
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<td>16.</td>
<td>Removal of liquor shops from highways.</td>
<td>One year</td>
<td>State excise</td>
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<td>17.</td>
<td>Start a model of Good enforcement in one of the cities/ accident prone area and evaluate results.</td>
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Pillar 5: EDUCATION

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<tbody>
<tr>
<td>1.</td>
<td>Review and research of current Road Safety Education practices and responsibilities. RSE provided by schools, police, or NGOs should be assessed in the light of accident data and recent trends to identify priority areas and opportunities for improvement.</td>
<td>One year</td>
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<td>2.</td>
<td>Introduction of RSE pilot projects in rural areas. Areas where road accidents are a serious problem should be targeted first. Local expertise should be developed. villages near National Highways and State Highway which are accident-prone should be selected under these pilot projects.</td>
<td>25 villages in the first year</td>
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<td>3.</td>
<td>Development of RSE school curriculum as part of a package on Life/ Value Education in the syllabi of classes VI to XII. To ensure that relevant road safety skills are taught to each age group in a structured way, school boards could develop their curriculum and plans in association with other part of the package, such as environment,</td>
<td>Six months</td>
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<td>4.</td>
<td>Improvement and inclusion in teacher training. Improvement and inclusion of road safety lessons in teacher training.</td>
<td>Six months</td>
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<td>5.</td>
<td>Introduction of community education initiatives. To ensure road safety and other socially relevant messages reach children, who are unable to attend school on a regular basis, and to educate the community, the parents and older generations, community education programmes such as rallies, street plays, puppet shows, etc. need to be developed to be part of RSE.</td>
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<td>6.</td>
<td>Show films on road safety in all cinema halls and display hoardings regarding road safety at all important locations like Government Buildings, Railway Stations, Bus Stations, Airports, etc.</td>
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<td>7.</td>
<td>Media Sensitization workshops: Promote Media co-operation and participation to disclose the pathetic road scenario and highlight outstanding road safety initiatives through responsive and objective reporting.</td>
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<td>8.</td>
<td>Health checkups: Periodic eye/health check-ups of drivers should be conducted.</td>
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9. The supreme court of India has stressed that the victims of road accidents need to be provided medical and in the first instance and thereafter only the procedural laws can operate. A detailed note in this regard was circulated to all State Government vide No. RT-25028/2/2003-RSC dated 9th September 2004 for wide publicity. The apex court has further directed that the doctors must not refuse treatment to an accident victim and that police should not harass good Samaritan. Hospitals and police officials need to be reiterated to all police personnel and registered doctors.

10. Ensure Road Safety Week activities every year. Involve RWAs, Corporate inc PSUs, Schools, Colleges, media
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<tbody>
<tr>
<td>1.</td>
<td>Upgradation of trauma care facilities at Govt. health centre.</td>
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<td>2.</td>
<td>To verify and designate the existing healthcare facilities along the Highways and upgrade those found deficient to minimum defined levels and to plan for new facilities where there is a deficit so as to ensure the availability of one emergency care facility at every 50km along the national highways.</td>
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<td>3.</td>
<td>Plan for seamless networking amongst health facilities, rescue services, existing fleet of ambulances, etc. through a single toll-free helpline.</td>
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<td>4.</td>
<td>Deploy ambulances and crash rescue vehicles near accident prone spots on state highways</td>
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<td>5.</td>
<td>Capacity building and regular training in First Aid to the people who are near the highways like toll people, workers at shops and dhabas, volunteers from neighboring villages.</td>
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8. Train State Transport Undertaking staff including drivers and conductors in First-Aid.

9. Start a Model of Emergency care on an accident prone stretch and evaluate results.
## Pillar 6: EMERGENCY CARE

<table>
<thead>
<tr>
<th>S.No</th>
<th>ACTIVITY</th>
<th>Nodal Agency</th>
<th>Other Stakeholders</th>
<th>Resources required</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Upgradation of trauma care facilities at Govt. health centre.</td>
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<td>2.</td>
<td>To verify and designate the existing healthcare facilities along the Highways and upgrade those found deficient to minimum defined levels and to plan for new facilities where there is a deficit so as to ensure the availability of one emergency care facility at every 50km along the national highways.</td>
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<td>3.</td>
<td>Plan for seamless networking amongst health facilities, rescue services, existing fleet of ambulances, etc. through a single toll-free helpline.</td>
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<td>4.</td>
<td>Deploy ambulances and crash rescue vehicles near accident prone spots on state highways</td>
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<td>5.</td>
<td>Capacity building and regular training in First Aid to the people who are near the highways like toll people, workers at shops and dhabas, volunteers from neighboring villages.</td>
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