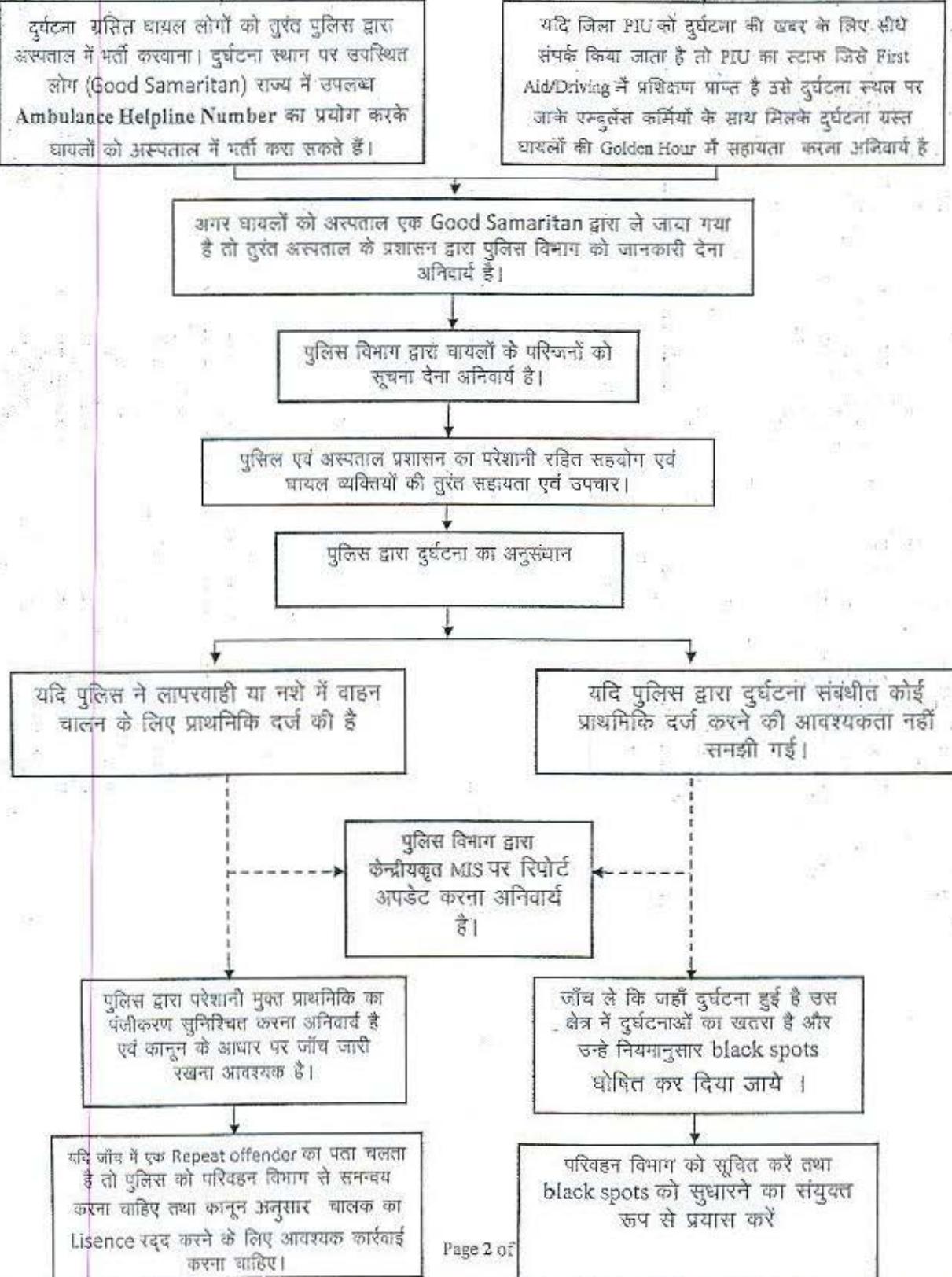


परिवहन विभाग, राजमार्ग सरकार

सड़क दुर्घटना के प्रैच्यात की जाने वाली
कार्यवाहियों का SOP

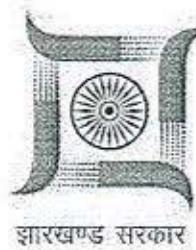
कार्यान्वयन

दुर्घटना



विवरण:

का।	सड़क दुर्घटना के बाद की जाने वाली कार्रवाई	उत्तराधारित्व / जवाबदेही
1.	घायल को तुरंत अस्पताल में भरती करवाना (यदि आस पास खड़े लोगों ने घायल की सहायता नहीं की)	पुलिस विभाग
2.	एम्बुलेंस हेल्पलाइन नंबर द्वारा तत्काल प्रतिक्रिया की जिम्मेवारी	स्वास्थ्य विभाग
3.	घायलों के परिजनों को तत्काल सुचना देने की जिम्मेवारी	पुलिस विभाग
4.	परेशानी रहित सहयोग तथा अस्पताल में घायल की तुरंत सहायता एवं उपचार की जिम्मेवारी	स्वास्थ्य विभाग (अस्पताल प्रशासन) एवं पुलिस विभाग
5.	दुर्घटना के कारणों की तुरंत जांच की जिम्मेवारी	पुलिस विभाग
6.	प्राथमिकी के पंजीकरण की ज़िम्मेवारी	पुलिस विभाग
7.	रिपोर्ट (दुर्घटना स्थल, घायलों की जानकारी, मृत लोगों की संख्या, दुर्घटना का कारण)को केंद्रीय MIS पर अपडेट करने की ज़िम्मेवारी	पुलिस विभाग एवं NIC
8.	MIS की जांच के आंकड़ों के आधार पर यदि दुर्घटना का कोई भी क्षेत्र बार बार दुर्घटनाओं से प्रभावित है तो उन्हें ब्लैक स्पॉट का नाम दिया जाये.	NIC, पुलिस विभाग, पथ निर्माण विभाग एवं परिवहन विभाग
9.	पहचान की गई ब्लैक स्पॉट में सुधार की जिम्मेवारी	पुलिस विभाग, पथ निर्माण विभाग, परिवहन विभाग एवं कोई अन्य संबंधित विभाग।
10.	यदि दुर्घटना के बाद सहायता के लिए जिला PIU से संपर्क किया जाता है तथा दुर्घटना स्थल पर घायलों की संख्या के ज्यादा होने से First Hand देने में सहायता	जिला PIU



**Department of Transport
Government of Jharkhand**

**SOP for
Actions to be taken post Road Accidents**

1. Introduction

The purpose of this SOP is to outline the stages involved in the actions to be taken by authorities post road accidents. Road Safety is a multi-sectoral and multidimensional issue. It incorporates the development and management of road infrastructure, provision of safer vehicles, legislation and law enforcement, mobility planning, provision of health and hospital services, child safety, urban land use planning etc. In other words, its ambit spans engineering aspects of both, roads and vehicles on one hand and the provision of health and hospital services for trauma cases (in post-crash scenario) on the other. Road safety is a shared, multi-sectoral, responsibility of the government and a range of civil society stakeholders. The success of road safety strategies in a state depends upon a broad base of support and common action from all stakeholders.

Thus, there is an urgent need to recognize the worsening road safety situation in order to take appropriate action. Road traffic injury prevention and mitigation should be given the same attention and scale of resources that are currently being channeled towards other predominant health issues, if increasing human loss and injury on the roads, with their devastating human impact and large economic cost to society are to be avoided.

2. Responsibility

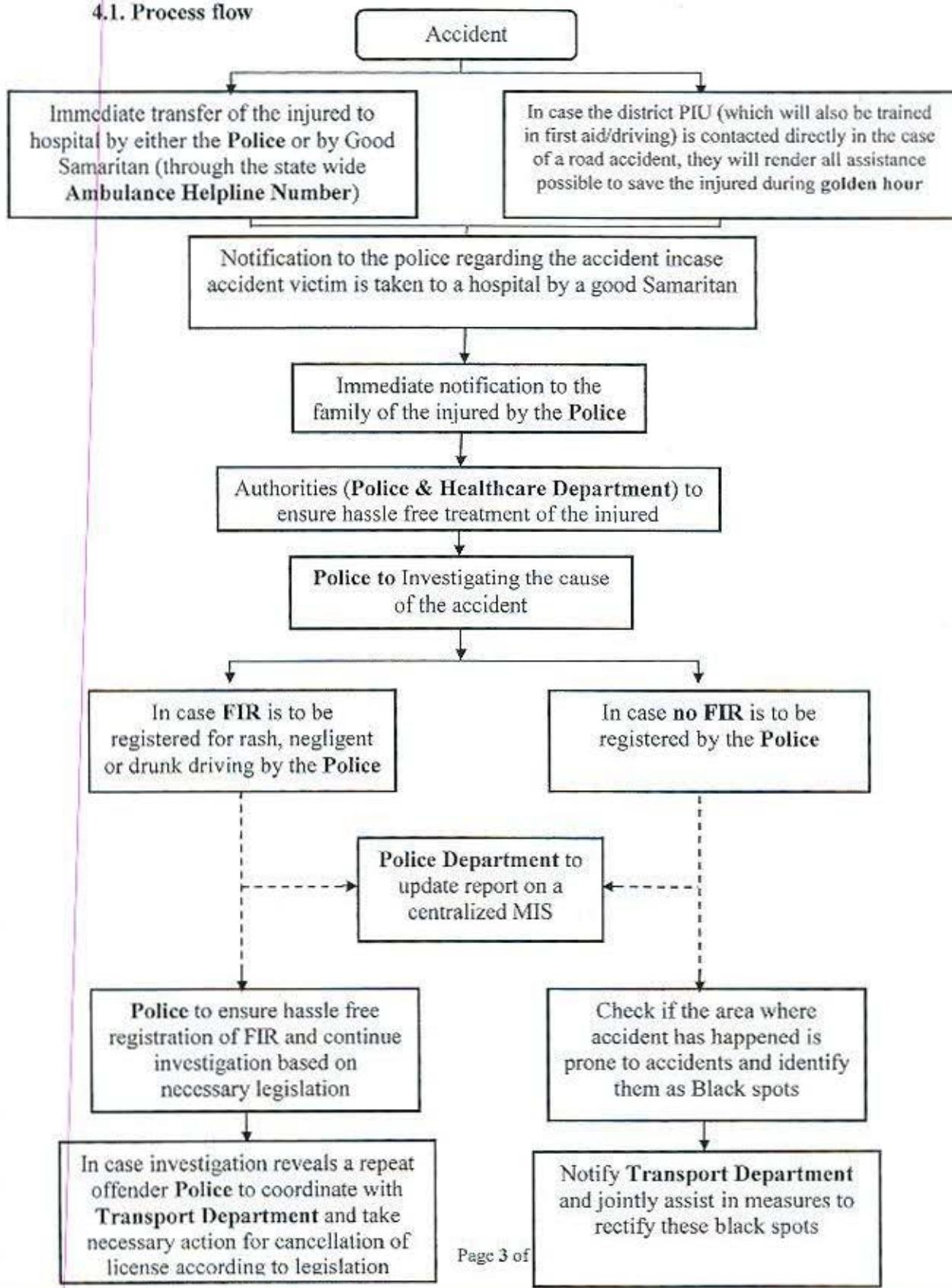
- Police Department
- Department of Health
- Transport Department
- Road Construction Department

3. Abbreviations and Definitions

S. No.	Abbreviation/ Terminology	Expansion/ Definition
1	Good Samaritan	According to Ministry of Road Transport and Highways Notification No. 25035/101/2014-RS. A helpful bystander or a good Samaritan is a person who notifies the authority or assists in taking the injured to the hospital in case of a road accident and shall not be liable to any civil or criminal liability.

4. Process Activities

4.1. Process flow



4.2 Activity Description

S. No.	Activities with preferred sequence during a road accident	Responsibility/ Accountability
1.	Immediate transfer of the injured to hospital (incase bystanders have already not done so)	Police
2.	Prompt response from the Ambulance Helpline Number	Department of Health
3.	Immediate notification to the family of the injured	Police
4.	Hassle free admission of the injured in a hospital for treatment.	Department of Health (Hospital Authorities) and Police
5.	Investigation of the cause of the accident	Police
6.	In case investigation leads to registration of FIR	Police
7.	Update report (area of accident, victims, photos, cause) on a centralized MIS	Police & NIC
8.	Based on data on the MIS check if the area where accident has happened is prone to accidents and identify them as Black spots	NIC, Police , Department of Road & Transport Department
9.	Rectification of the identified black spots	Police, Transport Department, Department of road construction and any other concerned department

5. Way Forward

1. Black Spots may be rectified through
 - Improved Design of road junctions
 - Traffic guidance, road signs, speed limit posts, and other traffic control devices
 - Warning signs for road users
 - Road pavement markings
 - Construction of footpaths/cycle tracks, bus bays, truck parking complexes, and other way side amenities
 - Adequate Traffic police for controlling the traffic.

2. Increased law enforcement, infrastructure development, proper helmet use training and design/safety standards for helmets would mitigate injuries to 2 wheeler riders.
3. Compulsory helmet laws or mandatory headlight-on laws for motorcycles are likely to be more effective than seatbelt use laws for car passengers so they should be implemented
4. Education and enforcement together have a key role in the enhancement of safety.
 - Pedestrian safety concerns footpath obstructions; dropped kerbs at crossings; segregated footpaths in rural areas; pedestrian crossing aids including refuges and railings; and footbridges or subways. Facilities for cyclists and rickshaws should include segregated road channels and signaling. Many accidents could be avoided by adopting these measures
 - Education department, jointly with the other concerned departments, must undertake educating school children on the importance of road safety and how adherence to rules and laws ensures safety of one's own self and that of others.