

ANDHRA PRADESH STATE ROAD TRANSPORT CORPORATION

No.C4/2(53)/2009-OPD(C)

Office of the VC & MD  
Mushirabad,Hyderabad-624

CIRCULAR NO. 12 /2010-OPD(C), Dt.18-03-2010.

Sub: ACCIDENTS -Prevention of accidents involving Corporation buses and as well as Hired Buses - Introduction of a system "Road Safety Audit"- Reg

- Ref:- 1) Circular No.17/09-OPD(C), dt.26-5-09  
2) Circular No.25/09-OPD(C), dt.16-7-09  
3) Circular No.30/09-OPD(C), dt.14-9-09  
4) This Office Lr. No.C4/2(37)/08-OPD(C), dt.21-5-09  
5) This Office Lr. No.C4/2(19)/09-OPD(C), dt.23-6-09  
6) This Office Lr. No.C4/2(34)/09-OPD(C), dt.16-10-09

The important expectation of any passenger from a public transport is safe, reliable and quality of service at reasonable price. The quality of service is mostly indicated from clean bus, clean bus station, punctual operations, break down free service, safe travel, etc. Of all these parameters, safe travel is an important factor since life is precious than any other matter.

**IMPORTANT GUIDELINES ISSUED FOR THE LAST 2 YEARS FOR PREVENTION OF ACCIDENTS:**

Several instructions were issued to the Field Managers to help in prevention of accidents and to ensure safe travel to passengers in APSRTC Buses.

1. Sensitization of all drivers by the Traffic Incharge of the Depot, before proceeding on duty.
2. Not to book contract and less experienced drivers for special type and long distance services.
3. Making training programme compulsory to all hire bus drivers both at Induction and for Refresher training as well.
4. Utilization of alcoholic breath analyzer to test every driver before departure of the service, at enroute Bus Stations, at major traffic centres,etc., to prevent drunken driving by the drivers.
5. Effective utilization of Safety Driving Instructor, with a focus only on prevention of accidents to all the drivers.
6. Identifying accident prone drivers and to direct them for refresher training at Zonal Staff Training College.

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7. To complete Periodical Medical Examination to all the drivers including hire bus drivers.
8. On extra precautions to be taken by the drivers, while driving buses in the rainy season.

#### **EXAMPLES OF NON ADHERENCE OF THESE GUIDELINES**

In spite of several instructions issued, it is painful to note that repeated accidents are taking place and analysis of these accidents indicate that instructions on prevention of accidents have not been implemented at the ground level. EDs (Zonés)/RMs concerned were instructed to send action taken report on the persons responsible. The following few examples indicate non-adherence to the instructions.

1. The contract driver who has driven the Express bus No.AP28Z-524 of Nizamabad-II Depot involved in accident with a ten wheeled truck No.AP36W953 at Kupti village (40 Km from Adilabad) on the route NZB to ADB at about 19.50 hrs on 18.12.09 and as a result 11 persons including bus driver, truck driver and cleaner died on the spot and 31 other bus passengers injured.
2. The driver of express hire bus (No.AP15 Y 8557) of Godavarikhani Depot took the bus complete left, whereby bus fell down at a depth of 30 feet near a culvert at Basanthnagar village at about 04.35 hrs on 22.12.09. As a result 6 persons including bus driver died on the spot and 17 persons including conductor were seriously injured. **From the analysis of this accident, it is learnt that the hire bus driver was not trained either at induction level or at refresher level, despite instructions vide circular No. 25/2009 – OPD© Dt.16.07.09 to impart training to hire bus drivers at both the levels.**
3. A city Bus No.AP10Z 1630 of Gajuwaka depot operating on route No.400 P (Palavalasa – Gajuwaka) involved in accident on 11.4.09 resulting in 3 MBA girl students died and 4 others injured. **One of the main cause of this accident is that the service driver was not directed for periodical medical examination (for eye vision test etc.).**
4. Out of 16809 drivers ( above 45 year age) and 13172 drivers ( of below 45 years age) to be directed for periodical medical examination, only 8665 and 6745 drivers respectively have undergone medical examination.
5. Sensitization of drivers is done in a casual manner by using mechanical supervisors, security staff and controllers, **instead of Traffic head of the Depot as per the instructions issued vide letter dt.16.10.09.**

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## NEED FOR INTRODUCTION OF ROAD SAFETY AUDIT SYSTEM

It is observed from majority of the accidents that fundamental instructions have not been followed at the Field level.

In order to implement the instructions for prevention of accidents at the Field level, "Road Safety Audit" is being introduced, wherein identified Depots for high rate of accidents are subjected for thorough scrutiny over non-implementation of guidelines / instructions and steps not taken to prevent accidents.

### IDENTIFICATION OF REGIONS / DEPOTS

A team from Corporate office lead by CCM / Dy.CTM(C) will inspect the Regions / Depots and scrutinize the related records and an indepth study would be made on each fatal/major accident at frequent intervals.

The following registers / records will have to be made available before the Team for inspection.

1. Register with 72 items posted for each of the Fatal and Major accidents
2. Registers pertaining to Safety Driving Instructor
3. Register on sensitization of drivers by Traffic Incharge of the Depot before proceeding to duty
4. Register recording the details of the drivers checked with Breath Alcoholic Analyser
5. Training of Drivers (RTC & Hired) on road safety at different levels i.e at Regional Headquarters, ZSTCs, Depots, etc.
6. Register of Periodical Medical Examination of drivers.
7. File register of accidents maintained at the DM's Office.
8. Register of payment of Safety Driving allowance to all the eligible drivers.

The team apart from scrutinizing the records will interact with the RM/Dy.CTM of the Region, DMs, Traffic In charges, Safety Driving Instructors and the crew. The safety audit report will be thoroughly discussed with the concerned ED Zone/ED(O&MIS).

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**EXPECTED OUT COME OF THE ROAD SAFETY AUDIT**

In Road Safety Audit , after inspection of related records of identified Regions and Depots and interaction with the RM, Dy.CTM, DM and other supervisors, the adherence to the instructions for implementation to prevent accidents and failure to act and the seriousness of the omission will be assessed and necessary action will be taken.

Hope the Field Managers will realise the need for implementation of the instructions to prevent accidents and safeguard the precious lives of passengers and thereby enhance the image of the Corporation

  
15/5/2010  
VICE CHAIRMAN &  
MANAGING DIRECTOR

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To all Officers of the Corporation.