

R-20/2/2022-PRPP (RU-3)
NATIONAL HUMAN RIGHT COMMISSION

Dated: 01.08.2022

Minutes of A Meeting of the Core Advisory Group on Business and Human Rights: Issues and Challenges of Commercial Truck Drivers held on 19th April, 2022 Via Hybrid Mode

Justice Shri Arun Mishra, Hon'ble Chairperson, National Human Rights Commission chaired the meeting. List of participants is **annexed**.

Inaugural Session

2. The meeting started with a welcome and introductory address by **Shri H.C. Chaudhary**, Joint Secretary, NHRC. He gave a brief overview of challenges faced by truck drivers. He stated that more than 12 crore people in the country rely on the freight transport business for a living, both directly and indirectly. Freight traffic and the logistics industry rely heavily on the truck drivers. They are the most significant stakeholders in guaranteeing the smooth transportation of goods across the country. Due to fragmented, unorganized and informal nature of the business, the drivers experience variety of challenges and difficulties. He stated that as per a study about Rs. 48,000 crore is collected as bribe from the truck drivers. If found true, the same is higher than the SGDP of several smaller States in India.

3. Shri Chaudhary also highlighted that both Union and State Governments collect multiple taxes from truck owners and on fuel used by them. Very little amount is however, spent on welfare and creation and amenities for truck drivers. Unlike their counterpart in air and railway sectors, virtually no amenities are available to truck drivers, both along highways and at loading and unloading centers. A truck driver spends his entire day in a cramped driver cabin. Most of them defecate and bathe either in open or use filthy, unhygienic public washrooms. Majority of them, do not get social security benefits such as provident fund, pension, health insurance, life insurance, gratuity, etc. Briefly explaining the agenda for technical sessions for the meeting, he requested all the participants to suggest pragmatic and implementable solutions to address the current issues of commercial truck drivers in India.

4. **Justice Shri Arun Mishra**, Hon'ble Chairperson, NHRC, in his inaugural address stated highlighted the problems faced by the transport sector, which contributes about 5% of GDP in India. More than 60% cargo in India is transported by road transport. However, we are still not able to provide even the basic minimum facilities to the most important stakeholder of this industry, which are, the truck drivers. He emphasized that an integrated approach is required to look after the interests of the truck drivers, to ease their lives. He stated that as per the reports, every year more than 15,000 truck drivers succumb to road accidents. Many a times manufacturing defects in vehicles result in road accidents. Although the Motor Vehicles Act, 2019 has been amended in 2019 to provide for recall of such faulty vehicles, in practice very few faulty vehicles are actually recalled. He further stated that long

working hours, lack of adequate rest and sleep, long absence from family, low salary, non-availability of adequate food in time, constant threat of exploitation by law enforcement agencies and anti-social elements and high risk of road accidents makes the truck drivers prone to physical and mental stress, drug addiction and irresponsible sexual behaviour.

5. Justice Shri Arun Mishra further stated that social security benefits like PF, insurance cover, health insurance and gratuity need to be extended to all truck drivers. Serious efforts are also required to keep the drivers away from drugs and addictive substances. There is also a need to provide access to medical care, including mental health care facilities to the truck drivers. He said that the truck drivers must be provided with clean hygienic resting places and hygienic food, for which a collaborative mechanism needs to be developed with all stakeholders including the Government, so as to enable the truck drivers to live a dignified life. He emphasized that it is a duty of the Society as a whole to look after the interest of truck drivers and requested all the participants present in the meeting to suggest implementable measures for welfare of drivers.

6. After the Inaugural Session, discussions were held in three Technical Sessions. A brief summary of discussions held in each of the sessions is given below.

Technical Session 1: Protection from Exploitation

7. **Shri Amit Varadan**, Joint Secretary, Ministry of Road Transport and Highways made a presentation on the measures taken by the Government of India for protection of truck drivers from exploitation by regulatory authorities. He stated that logistic sector currently employs more than 2.2 crore people in India. It employs second highest number of persons in India after agriculture. He stated that multistage physical verification of driving license, vehicle registration, permits, vehicle fitness *etc.* and physical payment of challans and taxes are time consuming and lead to harassment and exploitation of drivers. Similarly manual toll collection results in long queues and waste of time. The same also reduces service efficiency and performance. Harassment during the renewal of fitness certificate every year for commercial vehicles has also been noted.

8. **Shri Vardhan** stated that the Ministry of Road Transport and Highways has initiated several measures to address challenges faced by truck drivers. These initiatives include single step online Aadhar validation to avail contactless services, digitization of toll collection on highways through FASTag, online insurance and payment of taxes/levies, on the spot challan through e-challan, portal for check-post payment services, portal for National Register of vehicles and licenses, transport related services on mParivahan App and portal for online Learners' Testing SARATHI, online application for issue of National Permit for goods vehicles through VAHAAN database, standardization of rules to facilitate movement of goods and passengers vehicles within neighboring countries, portal for Pollution Under Control Certificate related services and increase in the period of validity of the certificate of fitness from one to two years till the vehicles attains the age of 8 years. He mentioned that NHAI is

going ahead in a big away to provide roadside amenities at every 40 kms on the National Highway, for which tenders have already been invited and some contracts have been allotted.

9. **Shri Mahendra Arya**, President, All India Transporters' Welfare Association (AITWA) started his presentation by drawing everyone's attention to the life of truck drivers. He mentioned that there are about 8 million commercial vehicles in India, out of which 1.2 million commercial vehicles have National Permit. The commercial truck sector is largely unorganized sector. Only 15-20% trucks are owned by organized sector. The remaining 80-85% trucks are owned by single truck owners. Truck drivers in India usually come from a poor family setup with negligible opportunity for education. Normally a truck driver starts his career as an assistant/helper to an existing driver and does all odd jobs for the driver. During this process he learns driving. Majority of the drivers don't go through any formal driving course.

10. **Shri Arya** discussed the perils and risks of being a truck driver. He stated that a truck driver is away from the family most of the time, constantly worried about his family, live in unhygienic conditions on the road, sleeps in truck cabin, eats unhygienic food from the roadside dhabas and develop health issues like gastro-intestinal disorder, poor eyesight, *etc.* Truck drivers face high probability of road accidents. They also face danger of attack by highway robbers/gangs, which many a time results in death or grievous injury. In case of accidents or theft, truck drivers generally do not get assistance from the police. In fact they are invariably the first suspect. Truck drivers are therefore, always under mental stress for safety of the truck and the goods loaded.

11. **Shri Mahendra Arya** further stated that truck drivers face constant threat of extortion, exploitation, mistreatment and abuse by police, RTO, tax authorities, toll operators and anti-social elements/goons. He noted with concern that most of the truck drivers have not been able to register to avail benefits of Ayushman Bharat Scheme. They have also not been able to avail benefits other Social Security benefits such as ESI and PF. Truck drivers do not have proper working hours and are generally not extended any paid holidays or post retirement benefits by their employers. Most of the drivers face financial exclusion as banks avoids to extend loan to drivers. Drivers are therefore forced to approach money lenders, who exploit them with high interest rates and difficult repayment terms.

12. **Shri Mahendra Arya** noted with concern that truck drivers are not able to avail benefit of majority of welfare schemes launched by the Government for welfare of labour force as holding of a commercial driving license alone does not entitle them to be classified as a labour. He lamented that though truck drivers play a very important role in ensuring availability of essential goods in every part of the country, they do not get any respect from the public in general.

13. **Shri Arya** gave a brief overview of 'Highway Heroes Programme' launched by All India Transporters Welfare Association (AITWA) in 2019, to highlight the importance of truck drivers, provide them some benefits, connect them to Ayushman Bharat, create

awareness of their job and uplift their lives in general. Shri Arya explained in brief some of the activities undertaken by the AITWA, especially during the COVID-19 pandemic.

Technical Session 2: Socio Economic Welfare Framework

14. **Shri Prabhudas Xalxo**, Deputy Secretary, Ministry of Social Justice and Empowerment stated that the mandate of the Ministry and the department is the empowerment of socially, educationally and economically marginalized sections of the society. The Ministry does not have any schemes or policies for truck drivers. He therefore, has no valuable inputs to contribute for this agenda.

15. **Smt. Yegnapriya Bharath**, Chief General Manager, IRDAI stated that as per the Motor Vehicles Act, the owners of motor vehicles are required to take third party motor insurance. The motor insurance policies also have provision for personal accident cover for truck drivers and the co-drivers. Unfortunately, at least 40-45% of the vehicles are not insured, even against the mandatory third party motor insurance. The onus for obtaining third party motor insurance lies on the truck owner. She suggested that along with the third party motor insurance, compulsory personal accident cover upto a sum insured of Rs. 15 lakh for driver and co-driver should also be purchased. If the enforcement authorities at the States ensure that all the vehicles are insured along with compulsory personal accident cover for the driver and co-driver, all the truck drivers will automatically be insured. She also suggested that since truck driver is a large group, they can avail the Group Insurance Cover for life as well as for health. She was of the view that all truck drivers need to be covered under the Ayushman Bharat scheme.

16. **Ms. Rungtung**, Deputy Secretary, Ministry of Labour and Employment started her presentation by defining an ‘unorganized worker’ as a home based worker, self employed worker, wage worker in the unorganized sector or a worker in the organized sector who is not a member of Employees’ State Insurance Scheme (ESIC), Employees’ Provident Fund Organization (EPFO) and not a Government employee. She mentioned that out of the total workforce of about 47 crore in India about 38 crores are in unorganized sector. The eSHRAM portal, which was launched in August 2021, has target to register the entire 38 crore workforce in the unorganized sector. Presently, 27.26 crores workers have already been registered on the eSHRAM portal, which includes 5.82 lakh drivers. She stated that truck drivers are eligible to avail benefits of existing social security schemes. These schemes include Life and Disability cover under Pradhan Mantri Jeevan Jyoti Bima Yojana (PM-JJBY) and Pradhan Mantri Suraksha Bima Yojana (PM-SBY), Health and Maternity Benefits under Ayushman Bharat Pradhan Mantri Jan Arogya Yojana (AB-PMJAY) and Old Age Protection under Pradhan Mantri Shram Yogi Mann Dhan (PM-SYM).

17. **Shri Mahendra Arya** reiterated that presently very few truck drivers are registered to avail benefits under the Ayushman Bharat Pradhan Mantri Jan Arogya Yojana. He emphasized that based on driving license all truck drivers shall mandatorily be registered to extend benefits under the Ayushman Bharat Pradhan Mantri Jan Arogya Yojana. It will not

only benefit the truck driver but will also be a big step towards welfare of their families. He further stated that AITWA has been holding discussions with the Government for launch of a special group insurance scheme for truck drivers wherein some amount may be contributed in a common pool and the benefit are distributed to the drivers. He further re-iterated that concerted efforts are needed to honor the drivers, more explicitly, to make them feel proud and motivated. The Government should come out with some special campaign to acknowledge and highlight the important role played by the truck drivers for welfare of the society.

Technical Session 3: Physical and Mental Wellbeing

18. **Dr. Anoop Kumar Puri**, Deputy Director General, National Aids Control Organisation (NACO), Ministry of Health and Family welfare stated that truckers are a high risk population. The main reasons for a high prevalence of HIV-AIDS at about 0.8% are that they are always on the move, away from their family and sexually active age group. Coming in unprotected contact with the female sex workers on the highways, there is high prevalence of HIV, other sexually transmitted diseases and Hepatitis B & C. Keeping in view the high prevalence rates, intervention centres are presently operational for the truck drivers at 87 vulnerable locations such as transshipment locations, toll gates and parking areas. Various materials and resources like condoms and information booklets on precautions to be taken to prevent HIV infection are being distributed to the truck drivers at these intervention centres. Testing for HIV and other sexually transmitted diseases are also undertaken. In case any truck driver is found HIV positive, immediate actions are taken to refer them to Integrated Counseling and Testing Centers (ICTC) or (Facility Integrated Counseling and Testing Centers (FICTC) and to the Anti-retroviral therapy (ART) Centers.

19. **Prof. Pratima Murthy**, Director, NIMHANS, Bangalore stated that Health is a complete state of physical, mental and social wellbeing and not merely the absence of disease or infirmity. She drew everyone's attention once again to various problems that the truckers face, starting from non-availability of food and basic amenities to the sedentary nature of the work, lack of fixed working hours, sleep-wake regulatory disturbances, pressure of delivery, risks on the road like accidents and road rage, the monotony of driving, loneliness and disturbed relationships. She stated that as per a publication from Australia based on an online survey conducted on about 1400 Australian truck drivers between 2019-2020, nearly 1 in 4 truck driver was overweight or obese, 3 in 10 reported chronic health conditions, one third reported poor general health and about 1 in 5 reported mental health problems, more than 1 in 3 reported psychological distress and 1 in 2 reported mild psychological distress.

20. **Prof. Prataima Murti** further stated that prevalence of non-communicable diseases (NCDs) such is diabetes, heart disease, respiratory disease, common mental health disorders is also high in truck drivers, especially in older ones. She stated that even in general population, 1 in 7 persons has been diagnosed with mental disorder, and there is a huge treatment gap. Truck drivers generally do not get any kind of mental health care. Truck drivers are also at a greater risk of substance abuse, particularly tobacco and other stimulants, to remain awake

continuously for long hours. They need to be made aware of the importance of mental health, just like physical health, which means they need to be made aware of the importance of some kind of relaxation, anger management and ways to reconnect with their families.

21. **Ms. Karuna Raina**, Director, Public Policy and Research, Save Life Foundation started her presentation by quoting some dreadful statistics. She stated that 1.35 million people die from road accidents globally every year of which, about 1,50,000 people die from road accidents in India alone, which is the highest number for a country. She further stated that 93% of the world's road fatalities occur in low and middle income countries. About 3% of India's GDP is lost annually due to road accidents. She explained in detail the findings and recommendations emanated from a study titled 'Status of Commercial Truck Drivers in India' undertaken by Save LIFE Foundation in 2020. According to the report, road transport handles two-third of freight traffic in India; there is a shortage of Truck Drivers in India. There are less than 750 drivers per 1000 trucks. In 2020, over 26,000 crashes, about 10,000 deaths and 20,000 injuries occurred with trucks as the impacting vehicle. In 2020 over 9,800 truck drivers and co-drivers lost life due to road accidents. Overloading accounted for 7% of total crashes, 8% of total human deaths and 7% of total injuries on Indian roads in 2020.

22. **Ms. Karuna Raina** further stated that findings of the report suggest that 1 in every 2 truck drivers is dissatisfied with their profession, 84% of truck drivers do not recommend trucking as a profession to their family members and relatives, 53% of truck drivers earn less than INR 20,000 a month despite working 12-16 hours a day, 93% of truck drivers do not get any social security benefits such as provident fund, pension, health insurance, life insurance, gratuity, etc. and almost 94% of truck drivers work as employees and are dependent on fleet owners for remuneration. As per the report, 54% of truck drivers found the profession unattractive due to impact on health and physical well-being, 53% of the truck drivers reported that their quality of life has deteriorated in the last 10 years, 1 in 2 of the drivers admitted that they drive vehicles even if they are feeling tired or sleepy and 22% drivers admitted that they take some kind of drugs during trips to deal with fatigue. The report also confirms the collection of bribes from truck drivers by police, road transport authorities, tax officials and local groups. 82.3% truck drivers confirmed that they are forced to pay bribes.

Interactive Session

23. After conclusion of the technical sessions, Chairperson invited all the participants who were present in the meeting, physically or virtually, for discussion.

24. **Dr. Vasanthi Srinivasan**, Core Group Member, emphasized that we need to look at the fact that to what extent, in the organized or unorganized sector, people are mindful that there is a large truck community to which they are responsible. She shared her concern over the fragmentation of labour and that there could be potentially larger number of truckers who could have more deeper associations with the organized sector than what we may believe. She suggested that in the next few months, 6-8 scalable solutions may be looked at, which are actually available, to see the pilots/ case studies that have worked with regard to social and

economical issues of truck drivers. She also suggested that there is a need to develop a systemic map and clear data analytics for interactions to generate recommendations for the inter sections.

25. **Dr. Garima Dadhich**, Core Group Member added to suggestion of Dr. Vasanthi Srinivasan to have clear data analytics for generating recommendations. She further suggested that there is a need to have disclosure based compliances from transport organizations and companies along with advocacies and sensitizations about the issues discussed today.

26. **Dr. D.M. Mulay**, Hon'ble Member, NHRC emphasized with concern that there is not enough involvement and interaction with the State Governments, which is crucial as they are significant stakeholders in this regard.

27. Hon'ble Chairperson **Justice Shri Arun Mishra** strongly emphasized that problems faced by the drivers for registration to avail benefits under the Ayushman Bharat Scheme need to be identified and immediately be rectified to ensure welfare of the truck drivers. He also requested to all speakers to forward their recommendation and suggestions in writing to the NHRC, so that necessary action could be taken.

28. **Smt. Anita Sinha**, Joint Secretary, asked whether in the estimate of 20 lakh drivers in India, co-drivers are also included. She further asked if there is any rule or law for having a compulsory co-driver and if there are there any female commercial truck drivers. Shri Arya responded that having a co-driver is mandatory; however, it is not possible to have a co-driver for each truck as presently even the enough number of drivers are also not available.

29. **Shri Abhishek Gupta**, AITWA, expressed that there is a lot of digitization happening and planned, but majorly of it remains in documents only. There is still a long way to get the digital system on ground.

The meeting ended with a vote of thanks by Shri Sudesh Kumar, SRO, NHRC.

30. After due deliberations, the following recommendations emerged:

30.1 The Union and State Governments should endeavour to:

- (i) Minimise physical interface between truck drivers and law enforcement agencies by providing online facilities for:
 - (a) Grant and renewal of registration certificates, fitness certificate, permits and licences.
 - (b) Payment of taxes, fees, penalties and other levies.
 - (c) Centralised storage and retrieval of vehicle related documents.
 - (d) Extension of validity of e-way bills.

- (ii) Designate areas for inspection of trucks and other commercial vehicles by law enforcement agencies, provide CCTV coverage to toll booths, inter-state checkpoints and all such inspection areas.
- (iii) Prohibit collection of fine in cash.
- (iv) Use technology to enforce discipline in truck business by:
 - (a) Installation of weigh-in-motion weighbridges at regular intervals, especially at toll booths and integrated check gates, to detect overloading.
 - (b) Mandatory offloading of excess pay load in case it exceeds five percent (5%) of the permissible limit.
 - (c) Establishment of warehouses at toll booths for safe custody on payment basis of the offloaded excess payload.
 - (d) Making it mandatory for law enforcement agencies to wear body camera while undertaking inspection of trucks and other commercial vehicles.
 - (e) Installation of speed cameras at regular intervals along highways for detection and auto-generation of challans for over-speeding.
 - (f) Mandatory installation of tamperproof speed governors in each truck and other commercial vehicle.
 - (g) Mandatory installation of vehicle location tracking devices in each truck to track and detect over speeding.
 - (h) Installation of automated driving test tracks to assess driving skill before grant or renewal of driving licence.
 - (i) Making it mandatory to undergo basic driving course organised free of cost by the Government before issue and renewal of a driving licence for a heavy motor vehicle.
- (v) Establish an online portal and a round the clock helpline to receive complaints along with evidence (photographic, videographic and documentary) from truck drivers.
- (vi) Develop a standard operating procedure (SoP) to deal with complaints and evidence received on the online portal and helpline. The SoP may, *inter-alia*, provide for public disclosure of actions taken on the complaints received on portal and the helpline.
- (vii) Display at conspicuous locations on toll booths, parking areas and prominent places along the highways, the procedure to submit complaints on online portal and helpline.
- (viii) Provide facility to drivers to record online feedback on physical interaction with the inspecting officers and use of the feedback in annual performance appraisal of such officers.
- (ix) Install signboards at conspicuous locations to display no-entry zones for trucks to prevent accidental entry of drivers.
- (x) Install signboards displaying permissible speed for vehicles of different types at regular intervals.
- (xi) Provide road signage in at-least three languages, *viz.*, Hindi, English and local language.
- (xii) Install CCTV cameras at parking lots along the highways and in city centres.

- (xiii) Appropriate amendment of the Motor Vehicle Act, 1988 to provide for imposition of penalty on the consignors and/or booking agents who overload trucks at the point of dispatch.
- (xiv) Create awareness on perils of irresponsible and drunken driving, documents to be obtained from the consignee while accepting payload of different types, care to be taken to prevent loading of illegal consignment and remedies available against harassment.
- (xv) Deployment of highway patrols in the areas vulnerable to exploitation by anti-social elements.
- (xvi) Initiate punitive measures against financial institutions involved in engagement of bouncers for recovery of outstanding instalments.
- (xvii) Do away with the current practice to fix monthly, quarterly and annual targets for collection of fines by law enforcement agencies.
- (xviii) Formulate all SoP to govern seizure of trucks and arrest of drivers, co-drivers and helpers in cases involving road accident, overloading and violation of other laws. The SoP may contain, *inter-alia*, an exhaustive list of cases where arrest of drivers or seizure of truck may be made.
- (xix) Amend the Criminal Procedure Code, 1973 to dispense with the requirement to furnish surety/security by a local resident for release of vehicle/driver.
- (xx) Undertake review of all existing laws providing for confiscation of trucks.
- (xxi) Establish a central database to record information on all relevant parameters such as traffic violations, accidents, driving pattern *etc.* to rank and rate the drivers.
- (xxii) Institute award and cash incentives to honour drivers obtaining higher ranks.

30.2 The Union and State Governments should endeavour to:

- (i) Establish and maintain driver rest stops and lay byes consisting of parking area, furnished rest rooms, toilets/wash rooms, restaurants providing food and beverages at reasonable rates in clean hygienic environment, mechanic shops, medicine shops, doctor's clinics, *etc.*, at regular intervals, not exceeding 40 kilometers, along National Highways and at prominent locations along the State Highways and other major district roads.
- (ii) Establish and maintain driver amenities zones consisting of parking area, furnished rest rooms, wash rooms, restaurants providing food and beverages at reasonable rates in clean hygienic environment, mechanic shops *etc* at each notified Industrial area, individual industry and truck terminals (transport nagars) dealing with more than 100 trucks in a month.
- (iii) Establish fully equipped Trauma Centres at regular intervals along highways to extend emergency treatment to victims of road accidents.
- (iv) Make appropriate rules to the effect that earmarking of adequate land for establishment of truck terminals at appropriate locations shall be an essential requirement for approval of a Master Plan for Towns and Industrial areas.

30.3 The Union and State Governments shall endeavour to:

- (i) Amend the Motor Vehicle Act, 1988 to provide for mandatory purchase of personal accident cover for an amount not less than Rs. 15 lakh for each driver, co-driver and helper of a commercial truck.
- (ii) Monitor the timely purchase of insurance cover, including personal accident cover for driver, co-driver and helper by linking insurance portals with the online *Vahan* portal.
- (iii) Ensure that, in case of accidental death or permanent incapacitation, insurance benefit to the affected driver, co-driver and helper or their *next of kin*, as the case may be, is disbursed within fifteen days of the receipt of the death/disability certificate.
- (iv) Provide cashless treatment to drivers, co-drivers and helpers injured or incapacitated in road accidents.
- (v) Launch a special drive to register all truck drivers, co-drivers and helpers to avail benefits of Pradhan Mantri Ayushman Bharat Jan Arogya Yojana (PM-ABJAY). Commercial driving licence should be considered as an admissible documentary proof to avail benefit of PM-ABJAY.
- (vi) Notify establishments employing minimum ten (10) drivers for commercial transportation located in areas having adequate Employees State Insurance support facilities for applicability of the Employees State Insurance Act, 1948.
- (vii) Create a mechanism to link driving licence, bank account, ESI and EPF database to monitor timely payment of minimum wages and ESI and EPF contribution of commercial truck drivers and take appropriate remedial measures in case of any default or delay or shortfall in payment.
- (viii) Launch a Group Insurance Scheme providing for life as well as health cover for commercial truck drivers, co-drivers and helpers on payment of a nominal subsidised subscription.
- (ix) Launch a special drive to register all truck drivers, co-drivers and helpers on e-Shram portal. Commercial driving license should be considered as an admissible documentary proof for registration on e-Shram portal.
- (x) Create awareness among truck drivers, co-drivers and helpers to avail benefits of social security schemes such as Life and Disability cover under Pradhan Mantri Jeevan Jyoti Bima Yojana (PM-JJBY), Pradhan Mantri Suraksha Bima Yojana (PM-SBY) and Old Age Protection under Pradhan Mantri Shram Yogi Mann Dhan (PM-SYM).
- (xi) To ensure and enforce provisions for monthly paid holiday to truck drivers, co-drivers and helpers.
- (xii) Make it mandatory to make payment of monthly wages to drivers, co-drivers and helpers through bank accounts.
- (xiii) Create a special fund to provide loan to truck drivers at liberal terms (low interest rate, long repayment period and liberal procedural requirements) to purchase his own truck.
- (xiv) Provide facility to truck drivers to cast postal ballots during elections.

30.4 The Union and State Governments should endeavour to:

- (i) Monitor the driving pattern of trucks by installation of vehicle location tracking device and arrange special counseling for drivers who are found to drive continuously for long hours.
- (ii) Amend the Motor Vehicles Act, 1988 to provide for mandatory provision of air conditioned driver cabin and installation of first aid box, fire extinguisher and tool box in all commercial trucks.
- (iii) Encourage owners to install automotive crash avoidance system in commercial trucks.
- (iv) Create awareness about ill effects of tobacco chewing, smoking, drinking and consumption of drugs and other psychotropic substances, continuous driving for long hours without adequate rest and sleep and irresponsible sexual behaviour by installation of sign boards at toll booths, parking lots and other prominent locations along highways.
- (v) Counsel truck drivers addicted to tobacco chewing, smoking, drinking, drugs and other psychotropic substances to avail treatment at de-addiction centre.
- (vi) Undertake regular preventive health check up and testing of truck drivers and counsel the drivers to avail proper treatment in case preventive health check up reveals any physical or mental disease.
- (vii) Expand the existing network of intervention centres dealing in distribution of condoms and information booklets on precautions to be taken to prevent HIV infection and other sexually transmitted diseases to cover all high risk/vulnerable areas.
- (viii) Create awareness among drivers about the need to avail regular rest/ leave.

The meeting ended with a vote of thanks by Shri Sudesh Kumar, SRO, NHRC.

List of Participants

NHRC Officials

1. Hon'ble Chairperson, Justice Shri Arun Mishra
2. Hon'ble Member, Justice Shri M.M. Kumar
3. Hon'ble Member, Dr. D.M. Mulay
4. Hon'ble Member, Shri Rajiv Jain
5. Director General (I), Shri Santosh Mehra
6. Registrar (Law), Shri Surajit Dey
7. Joint Secretary Shri H.C. Chaudhary
8. Joint Secretary Smt. Anita Sinha
9. Senior Research Officer, Shri Sudesh Kumar
10. Junior Research Consultant, Ms. Aakanksha Sharma
11. Junior Research Consultant, Mr. Maninder Singh
12. Junior Research Consultant, Mr. Shambhu Chaurasia

Representatives from the Union Ministries/ Govt. Bodies

1. Shri Amit Varadan, Joint Secretary, M/o Road Transport and Highways
2. Shri Prabhudas Xalxo, Deputy Secretary, M/o Social Justice and Empowerment
3. Ms. Rungsung, Deputy Secretary, M/o Labour and Employment
4. Dr. Anoop Kumar Puri, Deputy Director General, NACO, M/o Health and Family Welfare
5. Smt. Yegnapiya Bharath, Chief General Manager (non-life), IRDAI

Core Advisory Group Members

1. Dr. Vasanthi Srinivasan, Professor, IIM Bangalore
2. Dr. Vidya Tikoo, Sr. Vice President, Aditya Birla Management Corp. Pvt. Ltd.
3. Dr. Garima Dadhich, Associate Professor & Head, IICA

Special Invitees

1. Prof. Pratima Murthy, Director, NIMHANS, Bangalore
2. Shri. Mahendra Arya, President, All India Transporters' Welfare Association (AITWA)
3. Shri Abhishek Gupta, AITWA
4. Shri Puneet Agarwal, AITWA
5. Shri JP Singla, AITWA
6. Shri Ramesh Agarwal, AITWA
7. Shri Piyush Tiwari, Founder, Save Life Foundation
8. Ms. Karuna Raina, Director, Public Policy and Research, Save Life Foundation