

**Document name: Track SWM Vehicles**

**Work in progress**

**Project title: Help Commute Track**

**Project theme: Keep Your City Clean Programme**

**Project intent: Solution for traffic management more holistically**

**Project team name: AOEC**

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## **AOEC & SSHGIEC**

### **SECURE DISCLOSURE OF INFORMATION FOR CIVIC BODIES RESPONSIBLE FOR ROAD AND ROAD SYSTEMS IN A CITY**

Special Need Vehicles could include “Fire Engines, Emergency Response Vehicles, Disaster Management Vehicles, SWM Vehicles, Hazardous Waste Vehicles, Hazardous Goods and Materials Vehicles, Government Officials Convoy(s)”

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## **Global warming, climate change and environmental pollution**

The crisis we see today is the increasing air pollution due to the causative effect of toxic fumes, harmful chemicals, and criteria pollutants. These effects are being worsened by the climate change patterns of increased smog, fog and suspended particulate matter with untimely rains, hail or snow.

This has led to a rising incidence of allergies, asthma and other respiratory problems in people, and even more in people with less immunity and in children.

For organizations, institutions or government functionaries this could lead to impacted **“health, well-being and productivity”** of employees, staff and other associated people.

Special needs vehicles like SWM vehicles, Hazardous Waste vehicles and Hazardous Goods & Materials Vehicles may cause a problem to people if safety norms and regulatory steps are not put into practice.

Today, vehicle tracking is easy due to the technology available but the need to incorporate checklists for assessments that are important **prior to & after every journey** and ensuring that **special needs safety and risk mitigation equipment are always available and functional** is a CRUCIAL STEP.

The consultant has authored a solution titled **“Votary devices for safe and veritable commuting”**. This document includes some features of the solution.

- **BBMP's Solid Waste Management Vehicles**
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- + Compactors
- + Hook Loaders
- + Dump Placers
- + Skip Loaders
- + (Mounted) Mini trucks
- + Auto Tippers
- + Private Service Provider vehicles



The consultant's **Keep Your City Clean programme** also proposes a chain of regulatory steps to ensure that BBMP's Solid Waste Management vehicles can do their rounds of routine or need specific collection, transfer, linking and transportation of waste for disposal, reuse or recycling.

The document highlights that the regulatory steps can be applied for Special Need Vehicles that include "Fire Engines, Emergency Response Vehicles, Disaster Management Vehicles, SWM Vehicles, Hazardous Waste Vehicles, Hazardous Goods and Materials Vehicles, Government Officials Convoy(s)"

## **IMPORTANT DETAILS**

**Vehicle registration number:**

**KYCC Vehicle Id:**

**Date of submission:**

**Time of submission:**

## **BASIC CHECKLIST**

Does the vehicle adhere to statutory requirements? Yes/No/Partially

Does the driver comply with self-assessment for fitness?  
Yes/No/Partially

Does the driver expect to use drive guidance? Yes/No/Partially

Is the vehicle appropriately equipped? Yes/No/Partially

Are masks available in the vehicle to reduce the possible health hazards posed to the personnel? Yes/No/Partially

Is the vehicle manned by trained personnel? Yes/No/Partially

Is the vehicle checked before any journey? Yes/No/Partially

Are the personnel aware of waste that can act as a criteria pollutant and pose health hazards? Is such waste properly being transported safely? Yes/No/Partially

Are the personnel aware of categories of waste that key markets reuse? Is such waste properly being transported safely?  
Yes/No/Partially

Can the vehicle's windscreen, fenders, side-glasses, doors and chassis sustain impact on collision at high-speed, and whether the manufacturer has issued warnings or recommendations to maintain speed control accordingly? Has the vehicle has been designed to facilitate safe exit for occupants: Yes/No/Partially

Are the mitigation & emergency response systems (Securing mechanisms to prevent overflow or leakage, Fire extinguishers, Sand buckets, Pollution Control Board or City Municipal recommended equipment, First-aid boxes) on board checked on a daily basis using a checklist? Yes/No/Partially

Is the vehicle fitted with a suitable Global Positioning System (GPS) that can help a dedicated service network track the location of the vehicle and provide emergency or breakdown services within the shortest time durations? Yes/No/Partially

Are the communication systems (mobiles, wireless sets, location trackers, Ambulance & Emergency Response contact lists) on board checked prior to dispatch using a checklist? Yes/No/Partially

(At well meaning self-help levels) Does the vehicle have an intelligent alarm system that can sound to warn people to stay clear or to make way or inform a GPS based Emergency Response network that can provide emergency help services or clear traffic flow at different route levels as a response: Yes/No/Partially

(At tech-savvy gadget levels) Does the vehicle have sensors that can measure and report the ambient temperature, possible visibility levels, relative wind velocity & humidity levels, and relative balance of the vehicle due to occupancy or loading? Yes/No/Partially

(At the town planning level) Do the habitat planners use and provide adept traffic flow, weather forecasting, satellite imaging and climate change interpretation methods for such vehicles? Yes/No/Partially

## **ELIMINATING ERROR CHECKLIST**

Are corrective and preventive guidelines and action plans checked prior to dispatch? Yes/No/Partially

Are post-incidence conduct guidelines and action plans checked prior to dispatch? Yes/No/Partially

Are reports and mandatory records submitted after each journey to help prevent adverse events in the future? Yes/No/Partially

### **Summary for this information**

The votary as a savings methodology can via this inception achieve awareness building and sensitization, but can further evolve to become a CCMA savings calculator and ticket driven system that reports tickets to a next level functionary that can use this information to address non-conformance for influencers thought important at a state, region, country wide or large scale level.

Ticketing at the transportation level will need to grow to accommodate influencers (that can be fed into a votary system), and not just work at the grass roots level i.e. traffic violations, or violations in vehicle registrations, violations in granting of permits to carry goods, cases of negligence or malpractices while paying currently relevant inter-state tax & octroi, lack of ownership to control emission levels etc.

Such next level of ticketing can help add mitigation in right measure with the changing dimensions of climate change mitigation norms and guidelines.

A votary responder on being issued a ticket or on becoming aware of non-conformance will mostly show corrective innovation or at least responsiveness to alleviate any risks, hazards and problems. At a

more stringent level, next level functionaries could impose fines, lockdowns or prohibitions on voluntary responders that do not conform to the current dimensions of climate change mitigation.

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