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## Transport Accidents In Major Ports Of India

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### Abstract

Transport-related accidents within major Indian ports constitute a significant portion of total reportable incidents. A five-year analysis (2015–2019) reveals that, on average, 33% of all reportable accidents are transport-related and not directly linked to cargo handling or dock operations.

### 1.0 Introduction

This study examines transport accidents in major Indian ports over the calendar years 2015–2019. The data indicates that approximately one-third of all reportable accidents are transport-related, highlighting a critical area for safety intervention.

### 2.0 Statistics:

Data of Reportable Accidents in Major Ports for the year 2015-2019 and percentage of Transport accidents is given below:

S. No.	Year	Means of transportation	Total	% Transport related accidents
1	2015	16(03)	69(08)	16.84
2	2016	18(05)	51(09)	35.29
3	2017	20(13)	49(23)	40.82
4	2018	17(08)	41(11)	41.46
5	2019	11(10)	35(17)	31.43

### 3.0 Major Causes of Transport Accidents

Based on investigation reports, the following key factors contribute to transport-related incidents:

#### 3.1 Speeding

Drivers often operate under time pressure, leading to overspeeding. Many are unfamiliar with port layouts, sharp turns, and internal traffic rules, increasing accident risk.

#### 3.2 Unauthorized Pedestrian and Bike Movement

Despite restrictions, pedestrians and private bikes are frequently observed within port premises, posing serious safety hazards.

#### 3.3 Poor Illumination

Inadequate lighting has led to vehicles running over sleeping workers. Many terminals fail to meet minimum illumination standards, reducing visibility and increasing risk.

#### 3.4 Lack of Rest Shelters

Insufficient rest shelters force workers to rest under trailers or trucks, leading to accidents during vehicle movement.

#### 3.5 Inadequate Training

Untrained drivers and helpers lack awareness of port hazards and safe cargo handling procedures. For example, improper unlashings of cargo can result in serious injuries.

### 4.0 Preventive Measures

#### 4.1 Engineering Controls

- **Vehicle Maintenance:** Internal Transport Vehicles (ITVs) must comply with the Motor Vehicles Act and port-specific speed limits.
- **Speed Governors:** As per Rule 118 of the Central Motor Vehicles Rules, 1989, all commercial vehicles must be equipped with speed governors.
- **Safety Devices:** Install rear-view cameras, audio-visual alerts, and proximity sensors to prevent reversing and parking accidents.
- **Rest Shelters & Urinals:** Provide adequate facilities and conduct toolbox talks at entry points to familiarize drivers with port layouts and safety protocols.
- **Road Maintenance:** Ensure all internal roads are well-maintained, with clear markings, signage, and no potholes or slippery surfaces.

#### 4.2 Administrative Controls

- **Driver Training:** Offer basic safety orientation and toolbox talks at entry points to educate drivers on cargo handling hazards and port traffic norms.
- **Designated Zones:** Clearly mark parking areas, rest shelters, and urinals to help new entrants navigate safely.
- **Behavioral Safety:** With 88% of accidents attributed to human error, regular training and behavioral interventions are essential to correct unsafe practices.

### Conclusion

This paper outlines the predominant causes of transport accidents in India's major ports, based on investigation reports. While multiple factors contribute to these incidents, targeted engineering and administrative controls can significantly reduce their occurrence.

## References

1. Standard Reference Note – DGFASLI
2. Investigation Reports of Fatal Accidents and Dangerous Occurrences

