

SUMMER TRAINING REPORT

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PART – A

SECONDARY RESEARCH REPORT



ANALYSIS OF ACCIDENTS IN THE STATE OF KERALA, INDIA



Introduction

- Globally Accident related deaths are known to be the first largest cause of death in children aged 5-14 and adults in the age of 15-29. 54% of accident related deaths are pedestrians, cyclists and motor cyclists.
- The Global status report on road safety 2018, launched by WHO in December 2018, highlights that the number of annual road traffic deaths has reached 1.35 million.
- In India, National Highways comprise 2% of the total road network, but witness 28% of the road accidents.
- Kerala ranks second after goa in terms of accident per million population.

Problem Statement

- In India, the main biggest cause of unnatural deaths is Road Accidents. Kerala being the 12th most populous state in India is still struggling hard to reduce the number of accidents. Kerala has the second highest accidents per million population after Goa.

Research Question

- What are the Accident Trends in the State of Kerala for the year 2015-2019?
- What are the General Observations of the above trends?
- What are the recommendations to reduce the overall road accidents in the state of Kerala?

Objectives

- To Determine the Accident Trends in the State of Kerala for the year 2015-2019.
- To draw General Observations of the Accident Trends.
- To generate recommendations to reduce the overall road accidents in the State of Kerala.

Methodology (1/2)

- **Study Design**

This is a retrospective, descriptive type of study.

- **Type of Research**

Hybrid research (Qualitative and Quantitative).

- **Sources of Data**

Secondary data was collected by the various government data sources like censusindia, morth.nic.in, keralapolice, and various data sources sites like research gate, pubmed, google scholar for the review of literature.

Methodology (2/2)

- Type of data

Secondary data collection.

- Exclusion Criteria

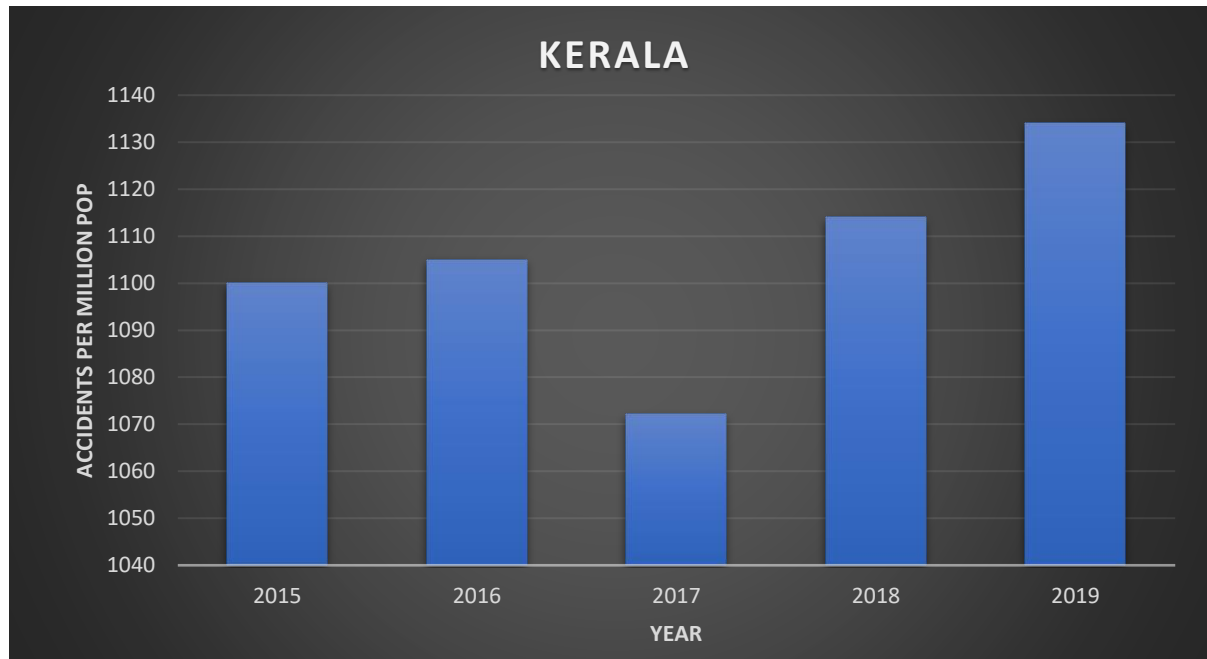
Vehicles registered in these five years are not included.



ACCIDENTS ANALYSIS OVERVIEW

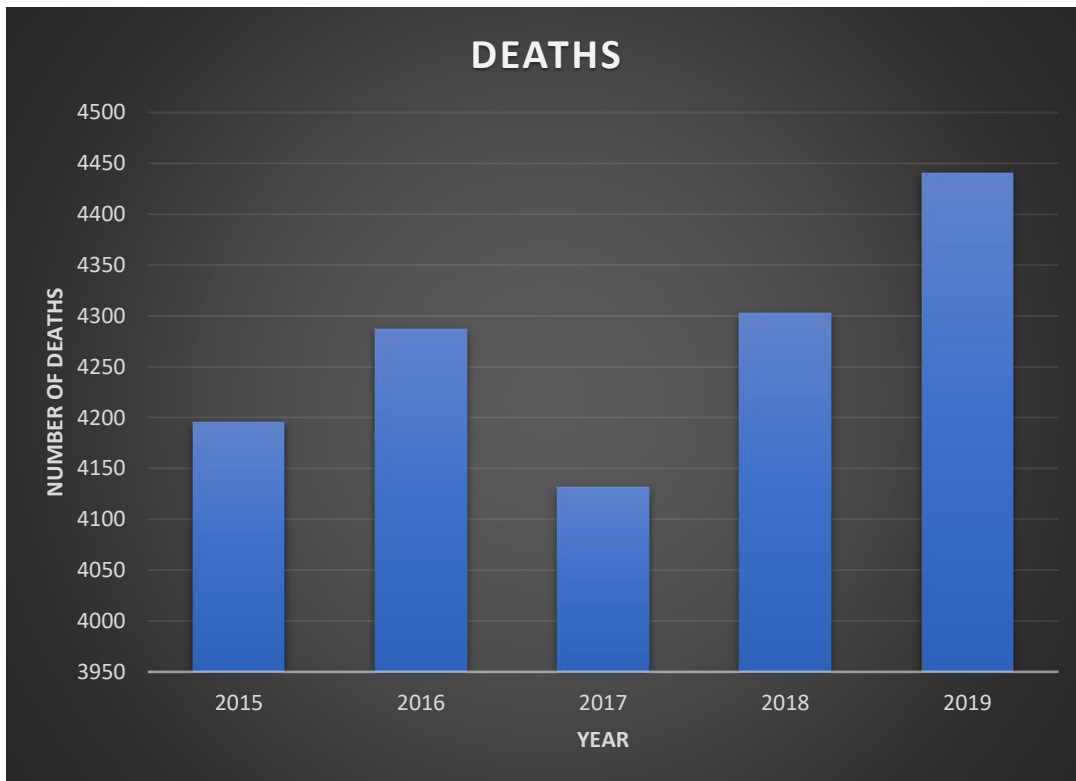
RESULTS

1. ACCIDENTS PER MILLION POPULATION FOR THE YEAR 2015 - 2019



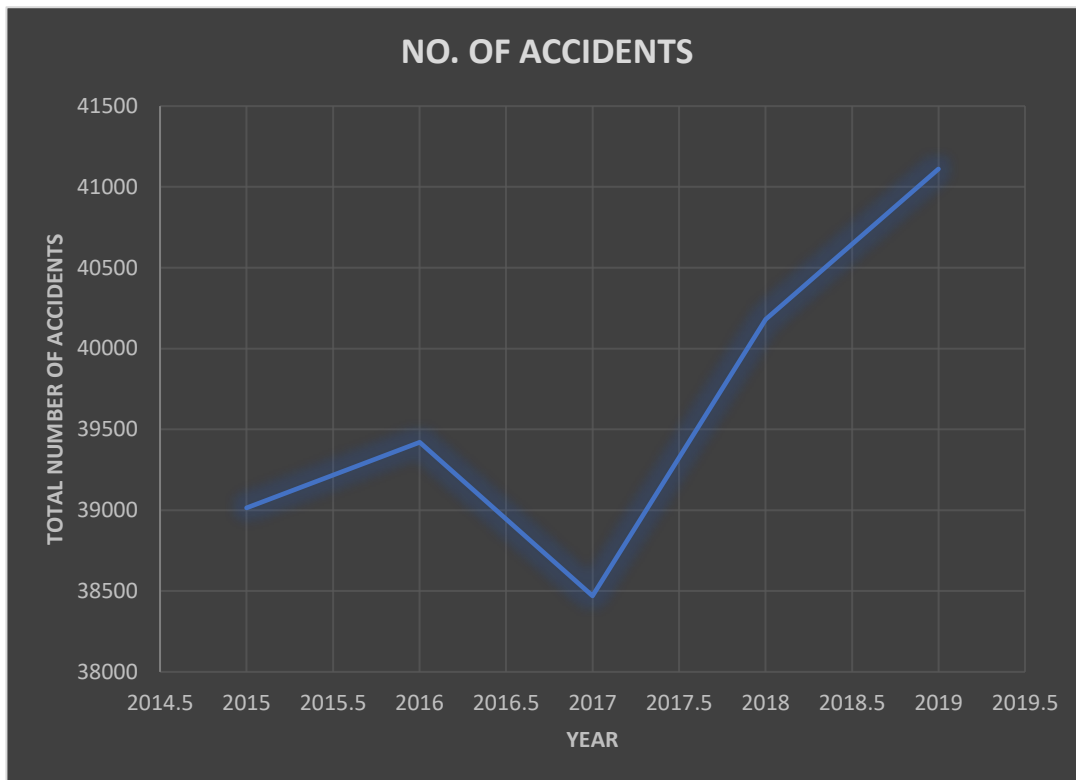
- Kerala ranks 13th in India in terms of population with a projected population to be around 3.5 crores in 2015 to 2019 and the number of accidents when compared to the rest of the states also ranks at 13. But , when accidents are calculated per million population it ranks second after Goa, which is a matter of concern.

2. NUMBER OF DEATHS THAT HAVE TAKEN PLACE DUE THE ROAD ACCIDENTS IN THE YEAR 2015 - 2019



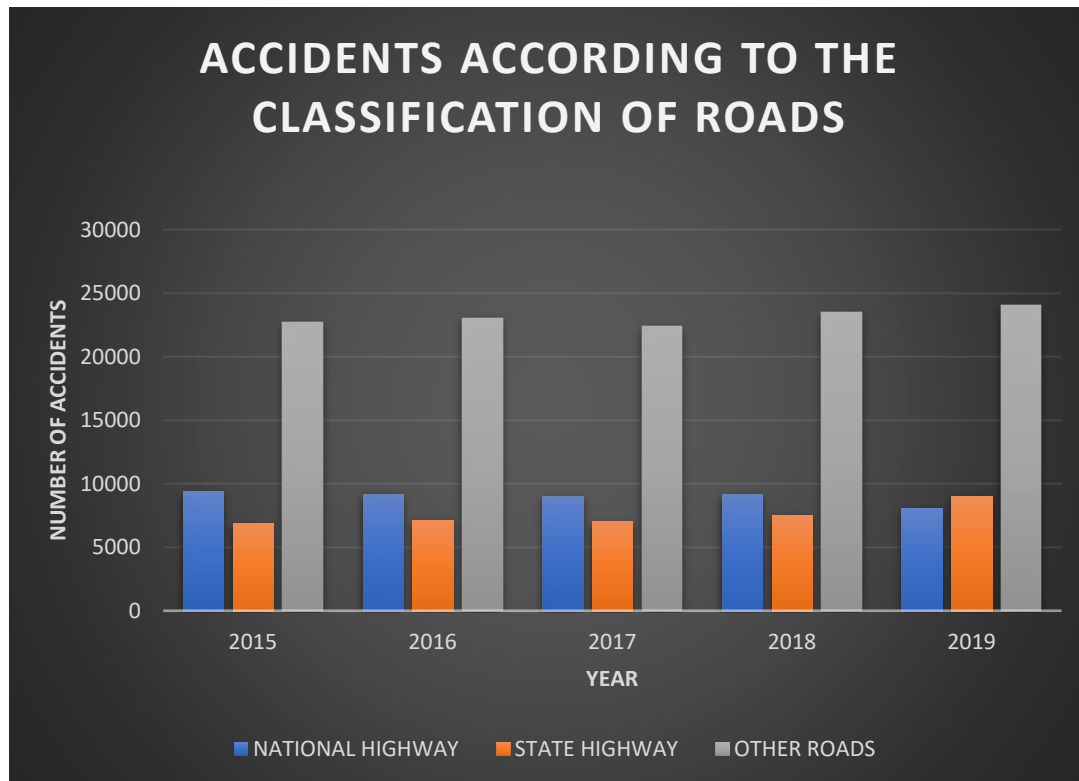
- In spite, of measures taken by the Kerala government it still struggles to keep the death rate low. The highest has been seen in the year 2019 with 4440 deaths. Number of deaths has only increased over the years and with a drop in the year 2017 because of lesser number of accidents during that year.

3. TOTAL NUMBER OF ACCIDENTS THAT HAVE OCCURED IN THE YEAR 2015 – 2019.



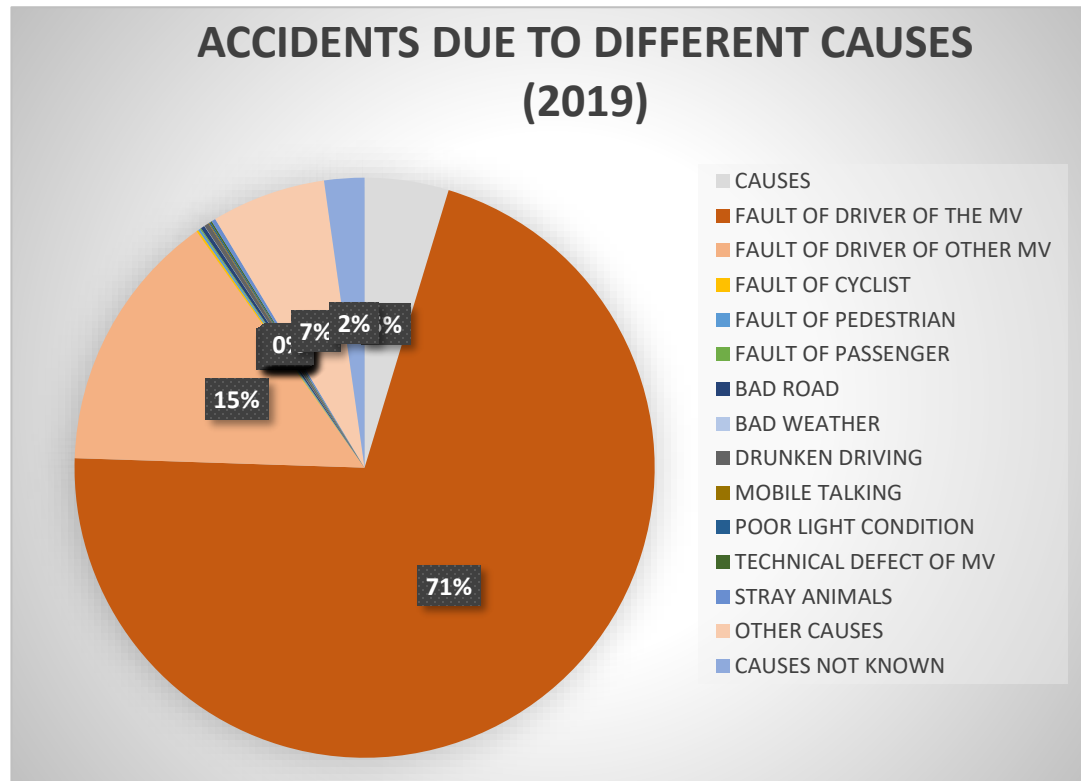
- The accidents in the state of Kerala has only spiked up over the years. Urbanization, overdependence on personal motor vehicles for speedy mobility and mismatch between the growth in motor vehicles and the augmentation of roads have resulted in traffic congestion and increasing road accidents.

4. ACCIDENTS THAT HAVE OCCURRED ON DIFFERENT ROADS IN THE STATE OF KERALA.



- It has been seen that most of the accidents are on the other roads not on the highways. Generally accidents in the Highways are mostly due to over speeding of the motor vehicle but when accidents are mostly on the roads other than the National and State Highways are mostly in the rural areas of Kerala where roads are not repaired or in most places there is no provision for proper roads. Due to bad roads most of the accidents occur on these roads.

5. ACCIDENTS THAT HAVE OCCURRED DUE TO DIFFERENT CAUSES FOR THE YEAR 2019.

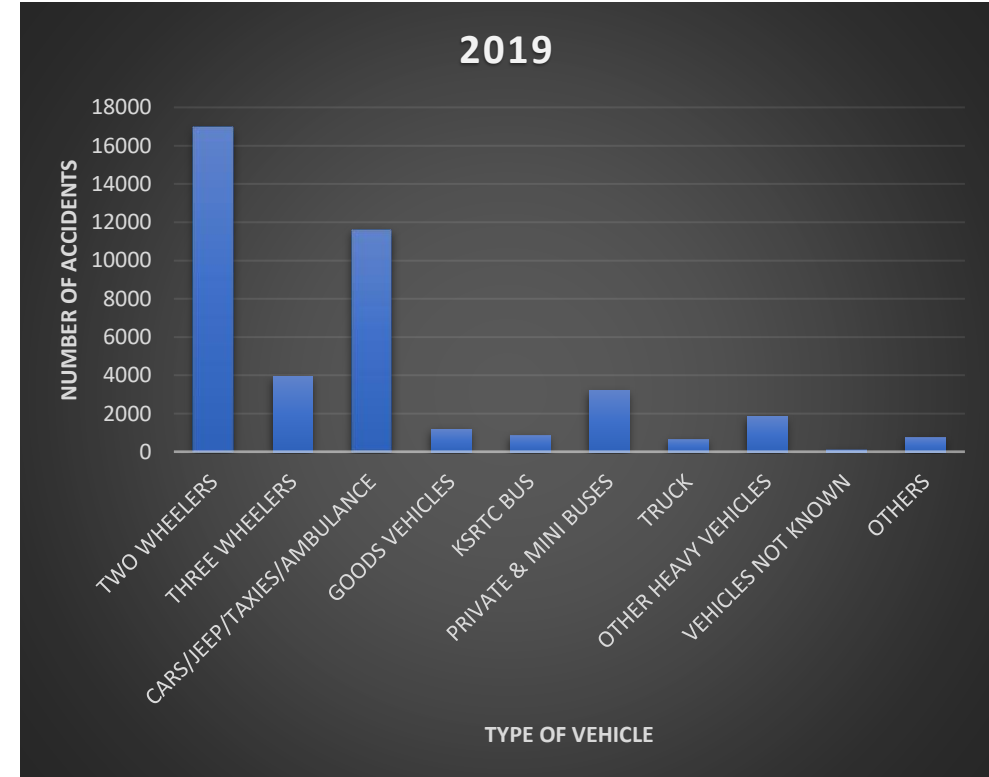
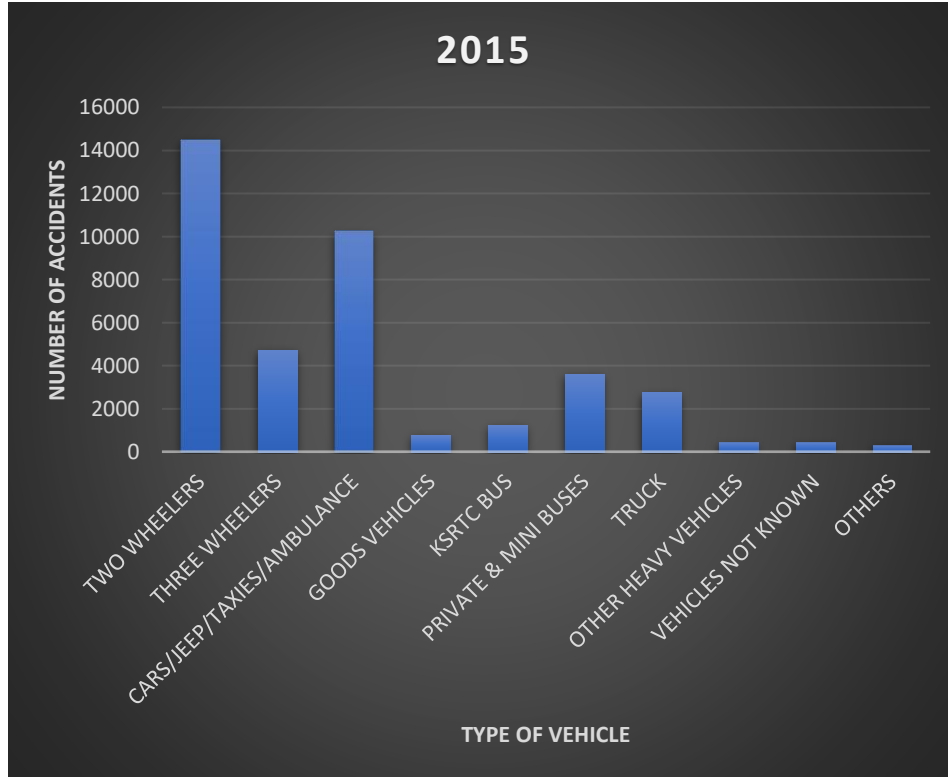


- The major causes that has been listed are fault of the driver, fault of the driver of other motor vehicle, fault of the cyclist, fault of the pedestrian, fault of passenger, bad roads, bad weather, drunken driving, mobile talking, poor light condition, technical defect of motor vehicle, stray animals, other causes and causes not known.

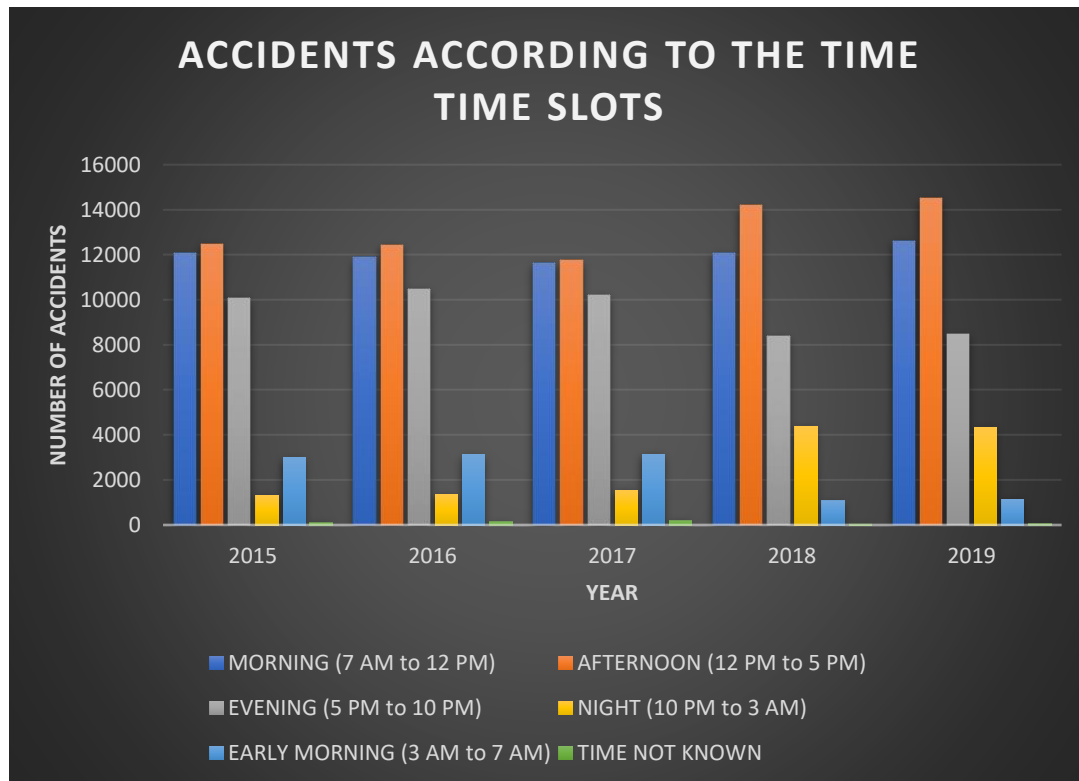
6. ACCIDENTS ON DIFFERENT TYPE OF VEHICLES (2015 and 2019)

Two- Wheelers have been seen causing the maximum number of accidents and fatalities in the state.

Most of the two wheelers are bike riders and around 50% of the total two wheelers that have caused maximum accidents is due to bikes. And most of them have died on the spot



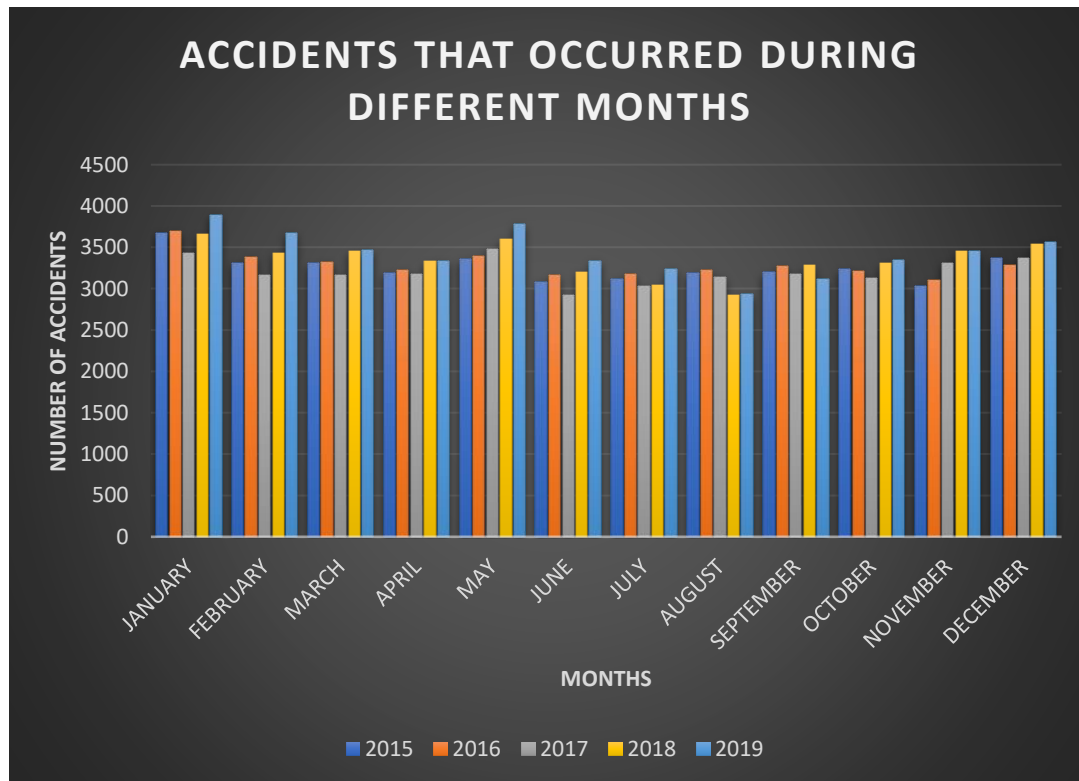
7. ACCIDENTS THAT HAVE OCCURRED DURING THE VARIOUS TIME SLOTS



- Accidents depend upon the vehicular density on the roads and it is clearly evident that the accidents are mostly in the rush hour of the day. its clearly evident that the highest number of accidents are in the time interval between 12 pm to 5 pm, which is actually not the rush hour, followed by the morning time (i.e, 7 am to 12 pm) which is matter of concern.

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8. ACCIDENTS DURING THE DIFFERENT MONTHS IN THE YEAR 2015 – 2019.



- Accidents have occurred in almost all the months in all the years 2015 to 2019. Starting from January till December accidents have occurred in almost all the months.

9. ACCIDENTS THAT HAVE OCCURRED IN THE URBAN AND RURAL REGIONS IN THE STATE.

URBAN

YEAR	ACCIDENTS
2018	13,312.00
2017	14,133.00
2016	14,521.00
2015	15,216.00

RURAL

YEAR	ACCIDENTS
2018	26,869.00
2017	24,337.00
2016	24,899.00
2015	23,798.00

Rural areas of this state has seen more accidents than the urban all because of the poor development of roads. Sometimes even poor lighting of the roads are also the causes of the accidents in the rural regions. Even poor health care in rural areas are also cause of fatalities and the time is longer from the time of accident occurred to the health access also result in more fatalities in that state.

GENERAL OBSERVATIONS

1. Kerala has the second highest accidents per million population after Goa.

2. Most number of accidents have occurred on the other roads. Mostly in rural areas the roads are severely damaged and are not repaired on time .

3. The most number of accidents have occurred during the time 12 pm to 5 pm during all the years.

4. The highest number of accidents have occurred among two- wheelers.

5. The main cause of accidents is because of the fault of the driver of the motor vehicle.

6. The number of accidents as well as deaths due to those accidents have only increased over the years seeing a drop in the year 2017.

RECOMMENDATIONS

Shoulder widening.

**Well-built service roads
on either sides of
highways**

**A formal road safety
audit process**

**Special facilities on
improving accessibility
to pre-hospital and
hospital trauma care**

**Provision of Median
with flared openings
and provision of
pedestrian lane.**

**Advance warning signs
with advisory speed
through sharp
horizontal curves.**

**Proper training of heavy
vehicles drivers by
authorized centres**

**Digitalize the safety
management**

Conclusion

- There were around 15,000 deaths due to road accidents in India.
- One of the most contributing factors could be increasing vehicular population.
- In the last decade road network across the country grew about one third of its original length. Vehicle registrations increased by almost three times.
- The majority of the accidents involved are two wheelers, that also dominate the Indian automobile industry in terms of sales and production.
- Over speeding was another significant contributor to road accidents in India. And then, driving under the influence of alcohol and substance abuse, hit and run cases, and general traffic violations resulted in almost 80 percent of the accidents being the driver's fault.
- Citizens aged between 18 and 45 years were involved in about 70 percent of the road accidents."

PART – B

ONLINE COURSE REPORT



FUNDAMENTALS OF PROJECT PLANNING AND MANAGEMENT



Introduction

- Projects are all around us.
- Project management provides organizations as well as individuals with language and the frameworks for scoping projects, sequencing activities, utilizing resources, and minimizing risks.
- This is an introductory course on key concepts of planning and executing projects and identify factors that lead to project success, and learn how to plan, analyze, and manage projects and will be able to consider the challenges of various types of projects.

OBJECTIVES

A thick yellow horizontal bar spans the width of the slide, with a vertical yellow bar extending downwards from its right end.

- Initiate, define and organize a project.
- Develop a project plan, including scoping, sequencing tasks, and determining a critical path.
- Assess, prioritize and manage project risk.
- How to execute projects and use the earned value approach for monitoring and controlling progress.

LEARNING METHODOLOGY



LECTURES.



VIDEO.



CASES.

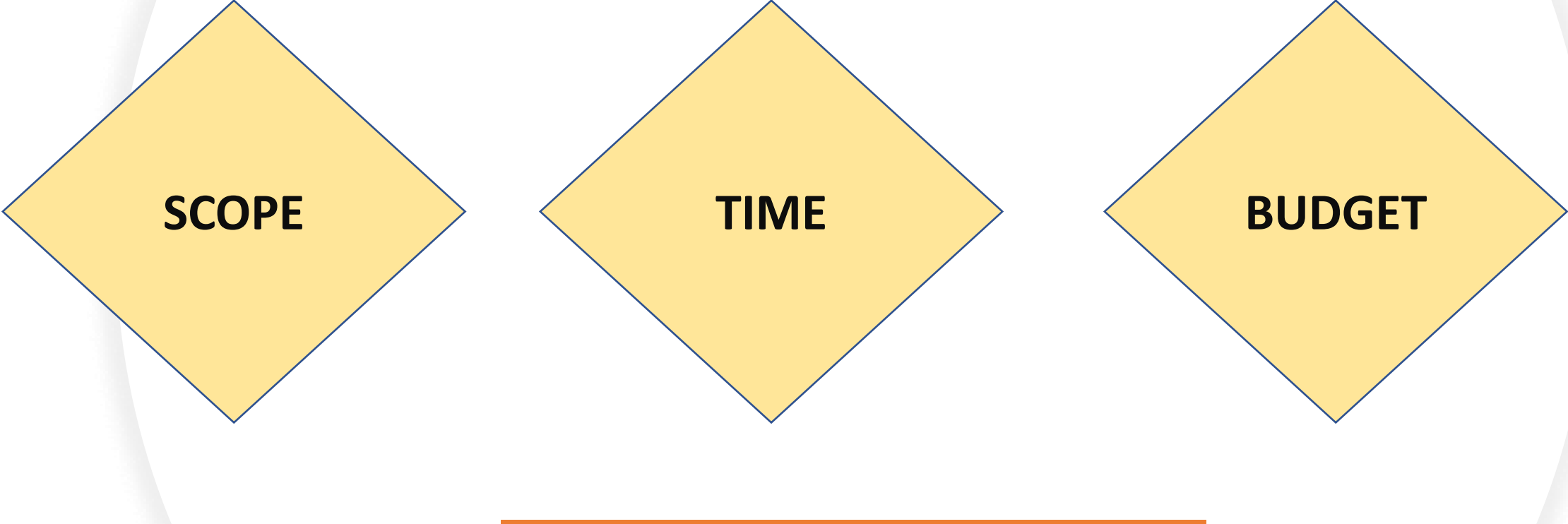


READING
MATERIAL.



SIMULATION ON MS
PROJECT AND MS
EXCEL.

OBJECTIVES OF PROJECT

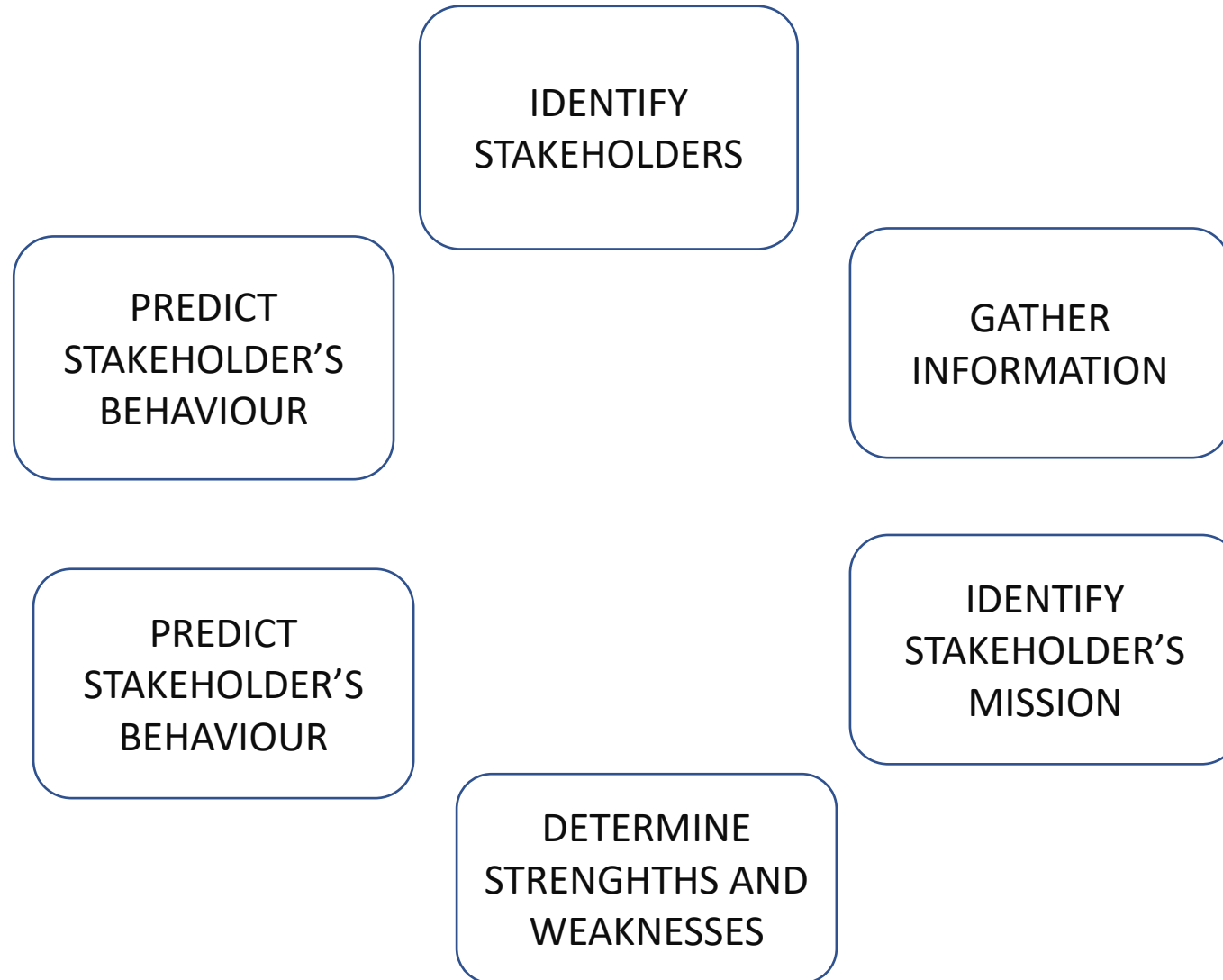


SCOPE

TIME

BUDGET

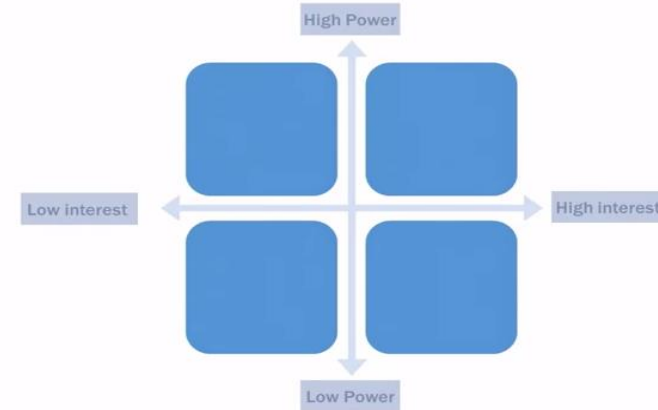
Stakeholder's cycle (Cleland and King, 1988).



STAKEHOLDER POWER/ INTEREST GRID

- Depending on where stakeholders fall, it will imply a certain strategy and certain type of interaction

Stakeholder Power/Interest Grid



(Freeman, 1983)

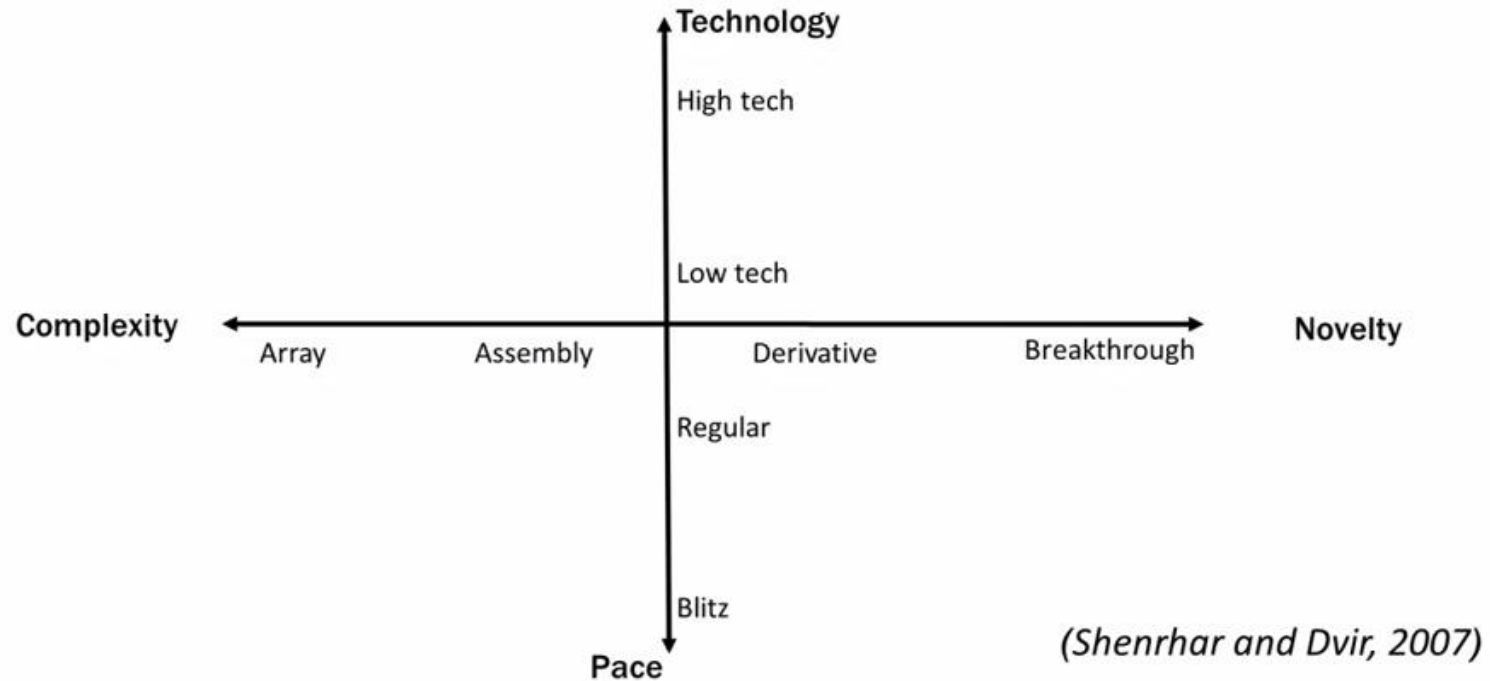
Stakeholder Power/Interest Grid



(Freeman, 1983)

BASES FOR SUCCESSFUL PROJECTS

Four Bases for Successful Projects



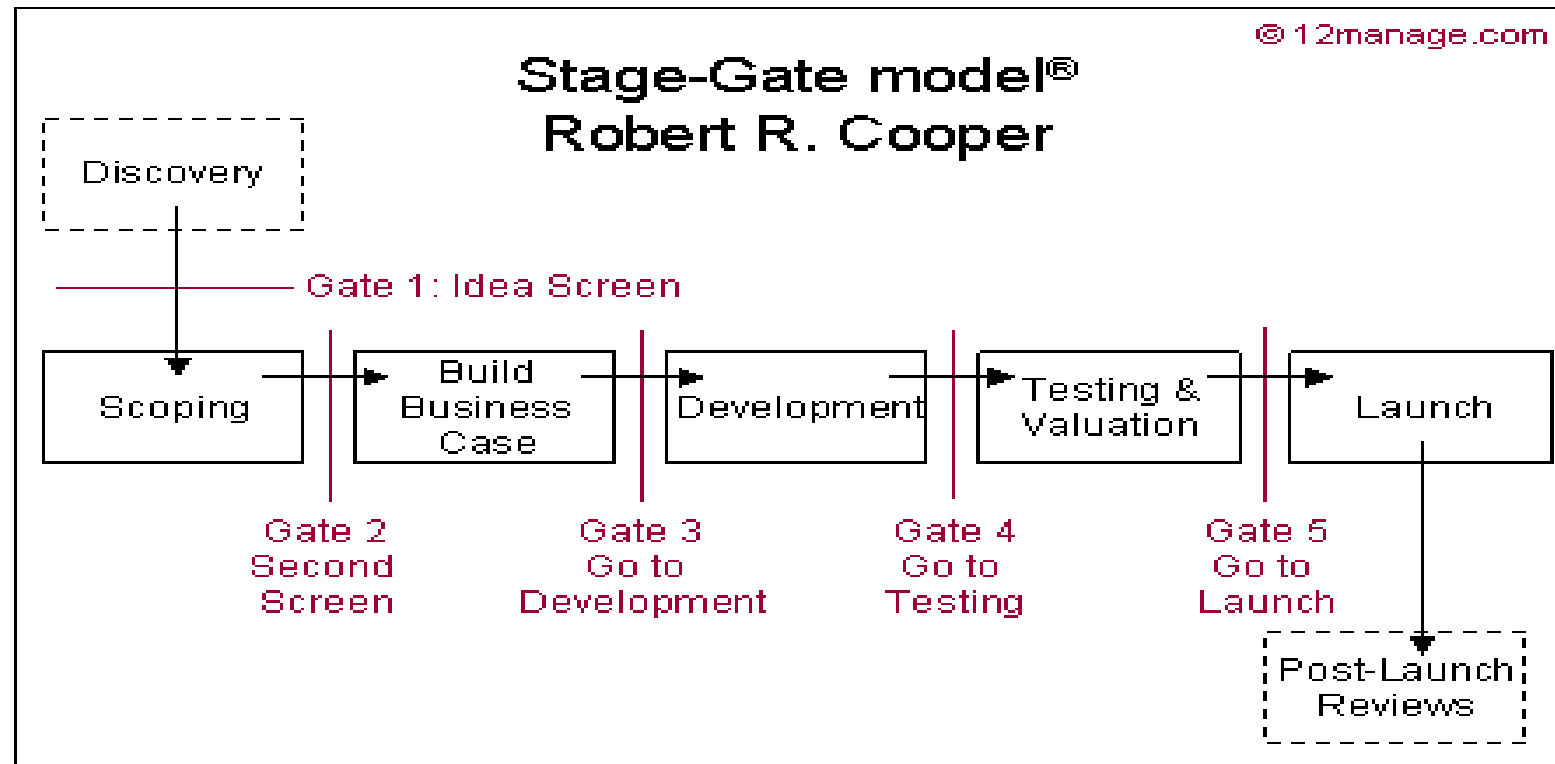
PROJECT LIFE CYCLE

Project Life-Cycle



STAGE GATE PROCESS

The Stage-Gate method from Robert G. Cooper is an approach that can be used to make the product development process more effective



WORK BREAKDOWN STRUCTURE

- Detailed scoping is very important which is often neglected. It is visualizing the project, visually breaking down the project, and looking what activities are.
- TOOL USED: WORK BREAKDOWN STRUCTURE (WBS).
- TIPS:
 - Use of sticky notes/ blackboard/ whiteboard.
 - Team development (Brainstorming)
 - Use of automated tools (Ms project , WBS pro)

IDENTIFYING DEPENDENCIES

- There are three tools by which we can identify Dependencies :

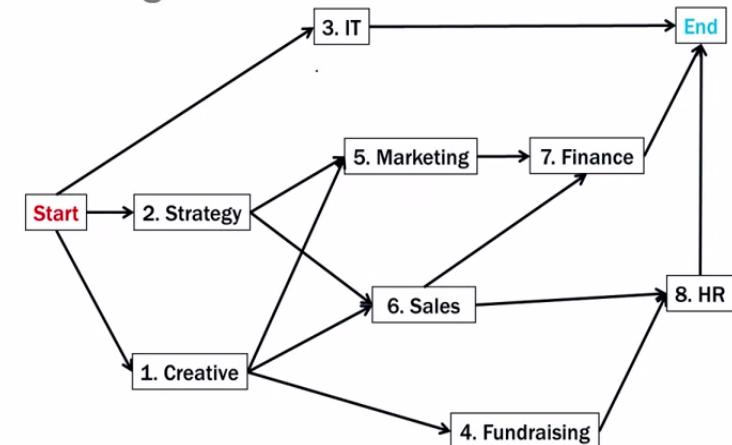
- Design Matrix
- Table format
- Network diagram

- Types of Dependencies relationship:
 - Finish to start relationship.
 - Finish to finish relationship.
 - Start to Start relationship.
 - Start implying a finish relationship.

Dependency (Design) Structure Matrix

	1	2	3	4	5	6	7	8
1								
2								
3								
4								
5								
6								
7								
8								

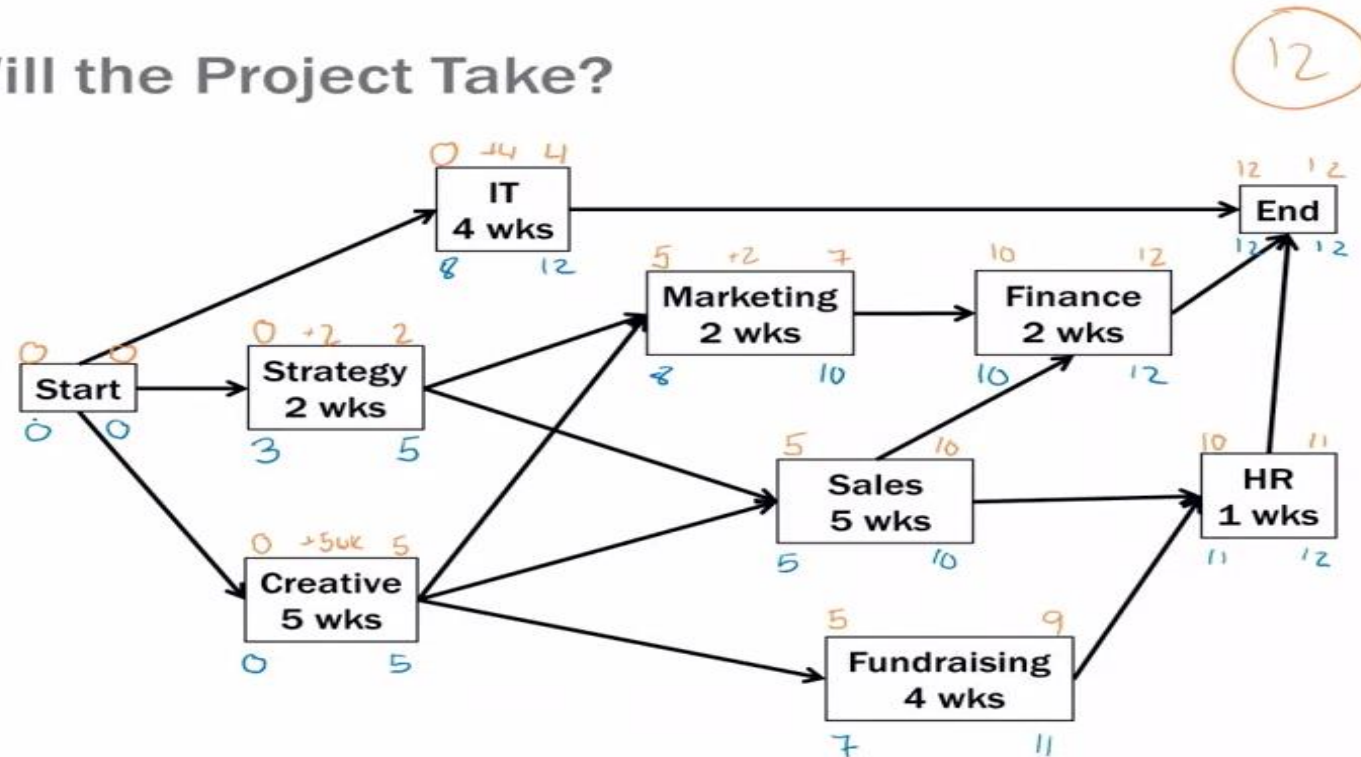
Network Diagram



CRITICAL PATH ANALYSIS

How Long Will the Project Take?

Early Start	Early Finish
Task Name (duration)	
Late Start	Late Finish



In a critical path analysis, we will calculate the (1) early start and early finish, and (2) late start and late finish.

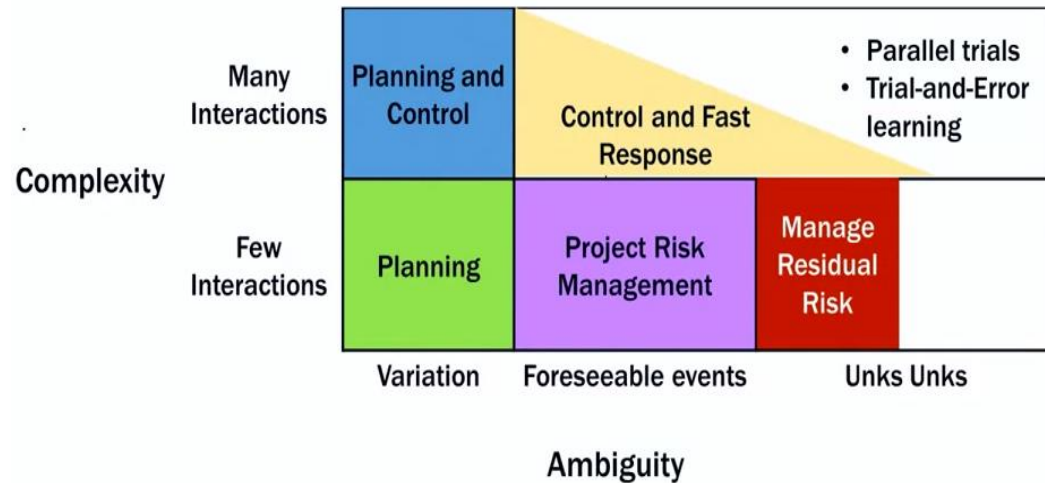
ES=LS -> CRITICAL PATH

RISKS AND PROJECTS

- There are several dimensions of uncertainty (Lock, DeMeyer, Pich, 2006):
 - **Foreseeable uncertainties**
 - **Complexity**
 - **Unforeseeable uncertainties**

Plan to Match Risk

(Loch, DeMeyer, Pich 2006)



Project Risk Management



PERFORMANCE INDICES

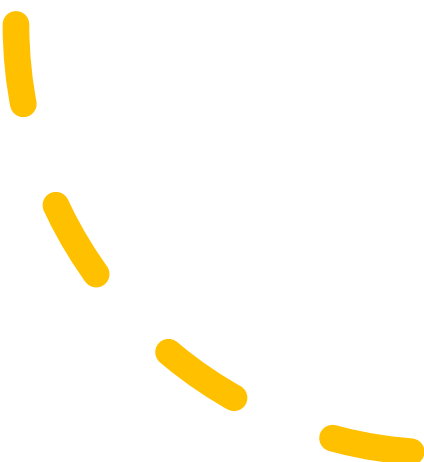
- **Actual Cost (AC)** = 60,000USD
- **Planned Value (PV)** = 50% of 100,000 USD = 50,000 USD
- **Earned Value (EV)** = 40% of 100,000 USD = 40,000 USD

Now,

- **Cost Performance Index (CPI)** = EV / AC
= $40,000 / 60,000 = 0.67$

Hence, the **Cost Performance Index is 0.67**

- **Schedule Performance Index (SPI)** = EV / PV
= $40,000 / 50,000 = 0.8$
- Hence, the **Schedule Performance Index is 0.8**



Thank You!