

Safe in India Foundation



Press Release

Join Hands to Save Hands

“CRUSHED 2020 edition”: Thousands of fingers, at times entire hands, continue to be lost in auto-sector supply-chain accidents

- The report is based on the [real experience of 1,800+ injured workers from the auto-sector that SII assisted](#) in Gurgaon and Faridabad.
- This report is the annual sequel to CRUSHED 2019 which was launched at the Ministry of Labour, at IIM Ahmedabad, and with injured workers in Gurgaon in August 2019. [Press coverage of CRUSHED 2019 here](#). Its findings were accepted by the auto-industry and the government.

[Safe in India Foundation](#) (SII), a civil society organization started by [three alumni of IIMA](#), has now assisted 2,400+ workers in accessing ESIC healthcare, compensations and facilitating their claims of the value of Rs 18.2 cr.

Highlights of CRUSHED 2020 (details in Executive Summary attached):

1. More than 1,800 accidents seriously injuring workers in auto-component manufacturing factories in last three years.
2. Vast majority (88%) of them were migrant workers – they also suffered the most during COVID-19 lockdown.
3. Close to 65% of them were contract workers despite the fact that many have been working in the same business for several years.
4. More than half (52%) young, below 30 years.
5. 95% of them were suppliers to Maruti-Suzuki, Hero and Honda.
6. The problem plagues the entire auto-sector nationally as same supply-chain practices exist in all Indian auto hubs and even in Gurgaon-Faridabad; 19% of accidents include supply chains of Ashok Leyland, Eicher, Escorts, JCB, Mahindra, Tata, TVS and Yamaha.
7. Power Press continued to be the most dangerous machine where several laws are being broken; its proportion of all accidents increased to 59%.
8. Safety Regulations inadequate and enforced poorly; accident under-reporting continued.
9. Maruti-Suzuki has started taking some positive steps. Hero and Honda not as responsive as yet to Safe in India’s recommendations.
10. Central government has set up an internal committee under DGFA SLI (Central Government’s safety arm) and Haryana has also announced a factory safety committee. Details on both awaited. Lots more needed especially in the light of the new OSH Code.

A start but a long way to go and it needs auto-industry to take the lead as they use the components these workers are making. This is a national issue because:

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Safe in India Foundation (“SII”) provides free of charge assistance to injured workers, mostly in auto-sector supply chain, currently in Gurugram-Manesar, in their ESIC healthcare and claims. SII activities are funded by supporters and donors, mostly from IIM Ahmedabad and IIT Roorkee, concerned about the well-being and productivity of millions of Indian workers at risk. SII has no income expectations or commercial partnerships. The co-founders do not charge SII for their time and services.

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- The auto brands are national; they sell across the country and export.
- National Guidelines on Responsible Business Conduct (NGRBC) hold businesses, including auto-sector brands, responsible for the working conditions in their 'value chain'.
- Factory conditions are similar in the rest of the country especially in auto-sector hubs which use a large number of Power Presses and Injection Moulding machines – two most accident-prone machines.

Mr. Sandeep Sachdeva, Co-founder & CEO, Safe in India, said “How can India progress without taking care of the majority of its working population? More than 2 crore workers are in auto-sector and at this rate; lakhs of them would have lost hands and fingers in the past few decades. We need to join hands to save their hands, the same hands that make our cars and two-wheelers”.

Mr Errol D’Souza, Director, IIM Ahmedabad, says in his Foreword to the Report, “We have the collective responsibility to support the cause of creating a strong safety culture across the manufacturing sector of India.”

Rajesh Menon, DG SIAM (Society for Indian Auto-manufacturers) said: “Safety and health of workers has direct and positive impact on productivity and economics and social development.”

Prof Shyam Sundar at XLRI, a well-known labour expert, said: “The report is timely as India has witnessed during May-June 30 industrial accidents killing at least 75 workers and injuring hundreds and more so because OSH issues do not achieve the significance they deserve.”

Mr Rajiv Khandelwal, Founder-CEO of Aajeevika Bureau said: “This second annual report from Safe in India is not only profoundly revealing in its findings but it has also set out a remarkable road map for the future”

Mr Anil Sachdev, Founder SOIL (School of Inspired Leadership) said: “The renovation of processes and practice of mindfulness are critical for ensuring zero accidents. We can and we must achieve this critical goal”.

More quotes available during and after the webinar, where **we have a distinguished panel of speakers sharing expert views on the subject:**

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Anchor: Manvi Sinha is an ex-NDTV/BBC Anchor and has worked on human rights and labour.

Panel:

Mr. Rajesh Menon: Director General of the Society of Indian Automobile Manufacturers (SIAM).

Mr. Vinnie Mehta: DG, Automotive Components Manufacturers Association of India (ACMA).

Mr. Rajiv Khandelwal: Co-Founder and Executive Director of Aajeevika Bureau.

Professor Shyam Sunder: Professor, Human Resource Management at XLRI, Jamshedpur.

Mr. Anil Sachdev: Founder and Chairman, School of Inspired Leadership (SOIL).

Mr. Sandeep Sachdeva: Co-Founder & CEO, Safe In India.