



ROAD TRAVEL REPORT: INDIA



KNOW BEFORE YOU GO...

- India's roads are considered very dangerous.
- Avoid night travel by any mode of transportation, including buses.
- Bus drivers often speed, drive irresponsibly, merge carelessly, run red lights, and ignore the rules of the road. Bus road crashes are frequent.
- Many drivers do not use headlights. They turn on the high beams when they expect to encounter another vehicle, blinding oncoming traffic.



- Poor roads, inadequate maintenance, a highly varied traffic mix and generally unsafe driving practices contribute to India's high injury and fatality rates.
- Consult local people before driving cross country. Proceed with caution and stay on the main roads.
- There are 131.2 fatalities per 10,000 motor vehicles compared to 1.4 for Great Britain and 2.0 in the US.



ROAD REALITIES

DRIVER BEHAVIORS

- Driving customs and conditions are very different than in the US; therefore, consider hiring an experienced driver.
- Rapid motorization rates have greatly multiplied traffic congestion and increased the number of road crashes.
- Drivers often do not obey traffic regulations or speed regulations. They often do not use their indicators or yield the right of way, and they frequently change lanes without signaling.
- Hit-and-run road crashes account for 1 out of 3 road crashes annually.
- Traffic should drive on the left, but most drivers use the middle of the road.
- Drivers frequently pass on blind corners, up steep hills or in the face of oncoming traffic.
- Larger vehicles often take the right of way.
- Most drivers pay little attention to what is beside or behind them. When driving, give other vehicles as much room as possible.

- Drivers frequently use the horn to announce their presence—a good custom to follow when driving.
- In 2000, there were 85,000 fatalities and over 1 million people injured in road crashes. Road crashes cost India an estimated \$6.6 billion (US\$) or 3% of its gross national product (GNP).

GENERAL ROAD CONDITIONS

- India has 9 million km of roads, of which only 50% are paved and 20% are in good condition.
- About 40% of all villages are not connected to the all-weather road network.
- India's roads generally are narrow and poorly maintained. Visibility is often poor, and warning markers are inadequate. Even main roads outside of urban areas are typically two-lane roads, and congestion is common.
- Traffic congestion is largely made up of pedestrians, non-motorized vehicles, and animals. It commonly includes scooters, pedestrians, horse or elephant riders, bullock and camel carts, livestock, and overloaded trucks and buses.



- India's vehicle fleet is aging; approximately 30% of it is 15 years old or older.
- India has two international routes: One begins at the Pakistan border and ends at the Bangladesh border; the other runs from Delhi and through Nepal to Bangladesh.
- Progress on the National Highways Development Project (the expansion of 13,252 km of national highways to 4-6 lanes): The Golden Quadrilateral (5,952 km connecting Delhi, Mumbai, Chennai, and Calcutta) will be completed by the end of 2003. The North-South and East-West Corridors (7,300 km connecting Srinagar to Kanyakumari, Silchar to Saurashtra, and Salem to Cochin) has 628 km of 4-lane roads completed. Expect construction on other sections through 2007.
- In the Mizoram State, roads are poorly constructed and not well maintained. Most are single-lane roads, and many are hilly and mountainous. Approximately 75% of the roads are being upgraded.
- In Karnataka State, road crashes are frequent near roadside eateries (*dhabas*), especially on national highways. *Dhabas* are often too close to roads; therefore, be alert for pedestrians and vehicles entering or leaving them.
- Many road crashes are caused by faulty road engineering, liquor selling in *dhabas*, encroachments, and/or a lack of adequate traffic education. Many roads are in poor condition.
- Solar-powered traffic lights have been installed at 40 intersections on the national highways as part of an effort to reduce high road crash rates typical at unregulated intersections.
- National highways under construction in the Karnataka State are the Jewargi-Sankeshwar (270 km.), Bijapur-Hubli (192 km.), Raichur-Ginagera (167 km.) and Bidar-Srirangapatna (740 km). Scheduled completion is November 2003. When completed, the portion of construction of the Golden Quadrilateral between Hosur in Tamil Nadu and Nippani in Belgaum District should be completed in November 2003.
- Improvements to NH-31 and NH-52 should be completed in March 2003.
- Driving conditions in Maharashtra State:
 - most road crashes take place when one vehicle is overtaking another.
 - Roads are often narrow, lack warning signs and have high road crash rates.
 - Drivers who hit culverts at high speeds have difficulty controlling their vehicles and, therefore, account for many road crashes.
 - Jaywalking is a serious problem.
 - Obstructions are frequent where highways pass through urban areas.
 - Road crashes are eight times more frequent between 1:00 am and 4:00 am. Headlights of the oncoming vehicles sometimes blind the drivers or blur their vision.
 - Motorists indicate that state transport bus drivers frequently drive irresponsibly.
 - Maharashtra State has 60-70 road crash-prone sites, which include the Mumbai-Nahik highway near the city of Shahapur; the Mumbai-Nahik highway between the cities; Goti and Wadiwarhe; Pimpleganon Sawant on the Nashik-Malegaon highway; the Mumbai-Pune highway at Kalamboli; the Mumbai-Pune highway between Khalapur and Khopoli; the Mumbai-Pune highway between Kamshet and Lonavla and the Nagpur-Hyderabad and Pune-Solapur highways.

URBAN TRAVEL

- Urban roads are poorly maintained.
- Traffic in cities is undisciplined and extremely congested. Serious pollution is a growing problem.
- Vehicles cut in and out of traffic and only warn other drivers by honking their horns. Pedestrians, cyclists and cows wander down the middle of the road as well.
- Pedestrians and non-motorized vehicles share the road with motorized vehicles, creating hazardous road conditions.
- Sacred cows are less frequently seen in larger cities; they are a serious problem in smaller villages in rural areas.
- Frequent power outages leave crowded cities with no traffic lights, increasing traffic chaos and many road crashes.
- Parking areas and footpaths often are not clearly separated from main streets and roads. Existing separations are often not seen by pedestrian or drivers.



- Illegally or poorly-parked cars are a major problem.
- Hand-pulled or cycle-powered rickshaws provide much of the public transport in city centers.
- Improvements in India’s 5 mega-cities include new metro systems and rickshaw stands.

CITY	PROBLEMS	USEFUL INFORMATION
<p>DELHI (OLD DELHI AND NEW DELHI)</p>	<p>Traffic is very chaotic. Vehicles swerve between lanes. Drivers generally do not observe traffic rules. Buses speed and are dangerously overcrowded. Avoid buses during rush hour.</p> <p>Residents call some buses in New Delhi “killer buses,” because of the high number of deadly road crashes that involve pedestrians, bicyclists, and motorcycle riders.</p> <p>New Delhi has the highest number of vehicles in India and one of the highest road crash rates in the world. Nearly 2,000 people die annually in road crashes, accounting for 20% of all the urban road fatalities in India.</p> <p>In 2001, there were 1,842 fatalities in road crashes, 50.16% of which were pedestrians. This represents a 4% rise in pedestrian fatalities over 2000.</p> <p>Pedestrians, cyclists and motorcyclists compose 75% of the people killed in road crashes.</p> <p>Traffic law enforcement is limited by the inadequate number of traffic police.</p> <p>Most road crashes occur in June or October. In all months, most road crashes occur on Mondays or Saturdays. Hit-and-run cases are increasing.</p> <p>Poorly maintained highways contribute to high pedestrian casualty rates. Pedestrian crossings are inadequate, even where pedestrian crossings exist. Pedestrians often jaywalk.</p> <p>Blackspot: Speeding, drivers running red lights and lack of pedestrian crosswalks are prime factors in road crashes near the main gate of the Safdarjung Hospital.</p>	<p>As roads are improved, road crashes are decreasing steadily. In 2001, fatalities decreased by 10 percent , partly due to increased law enforcement.</p> <p>Police put hard-to-remove warning stickers on illegally or poorly parked cars.</p> <p>Delhi is two cities in one: Old Delhi has many narrow streets, and traffic is chaotic. New Delhi is constructed by the British and has many wide avenues. The main bus station is near the Kashmiri Gate near Old Delhi’s railway station.</p> <p>Taxis are plentiful but seldom have functioning meters as few drivers use them; therefore, set the fare before departure.</p> <p>Cycle rickshaws are banned in New Delhi, but are available in Old Delhi.</p> <p>The wide streets make cycling a bit safer.</p> <p>Indira Gandhi International Airport (http://delhiairport.com): Taxis, buses and autorickshaws are available. For pre-paid taxi service, contact the Pre-Paid Taxi Booth in the arrival building.</p>

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CITY	PROBLEMS	USEFUL INFORMATION
<p>CALCUTTA (KOLKATA)</p>	<p>Roads make up 4% of the city compared to 25% in Delhi and 30% in some other cities. Trams are slow, partly due to the varied traffic mix. Service is unreliable, some routes have been de-commissioned, equipment has not been modernized, and tram tracks have not been maintained and are in need of repair or replacement.</p> <p>Limited infrastructure, inadequate/inefficient surface public transport, and rapid increases in the number of road users create difficult traffic conditions.</p> <p>Public transport operators work 16-hour shifts often 6 days a week and under very stressful conditions. Environmental pollution is also a serious problem.</p>	<p>Netaji Subhas Chandra Bose (NSCB) Airport is about 16 km (10 m) from the city center. Pre-paid taxis are available at the airport and at the Howrah Train Station.</p> <p>Metro service runs from to Dum Dum to Tollygunj, and stops are about 1-km apart. The Dum Dum station is about 5 km from the NSCB airport. The line is being extended to New Garia. Taxis, buses and minibuses are plentiful.</p> <p>Buses are dangerously overcrowded, causing passengers to hold on to each other and to the sides of buses.</p> <p>Sidewalks are generally present and wide enough to accommodate pedestrians and vendor stands.</p> <p>City rickshaws are banned, except in the outlying suburbs.</p>
<p>HYDERABAD</p>	<p>Traffic is dangerous and chaotic. Traffic signals are not always functional. Traffic law enforcement is often lax.</p> <p>Traffic is very congested in the Old City (<i>purana shaher</i>).</p> <p>Drivers often ignore traffic rules and fail to yield to pedestrians or respect their right to share the roadway.</p> <p>Sidewalks are not always available, forcing pedestrians to walk in the road. Avoid walking across main roads.</p>	<p>Some streets have been made 1-way roads to reduce traffic jams.</p> <p>Encroachment of vendor stands onto the roads and footpaths has been reduced.</p> <p>While helmets are not required for cyclists and motorcyclists, wear one for safety.</p> <p>City buses are overcrowded. Buses are sometimes parked on the main road, waiting for passengers. Taxis often speed dangerously.</p>
<p>BOMBAY (MUMBAI)</p>	<p>Mumbai is built on an 18-km long peninsula. The 3 main roads running north-south are narrow and, until recently, lacked overpasses for intersecting roads. The east-west connector roads are in poor condition and very narrow.</p> <p>The capacity and quality of urban infrastructure services are inadequate.</p> <p>Many drivers are undisciplined or lack knowledge of traffic rules. Drivers often run red lights and cut in front of other vehicles without signaling. Parking illegally is common. Traffic police are often unreliable.</p>	<p>Traffic management is poor, and parking restrictions are inadequate. Buses are overcrowded.</p> <p>To lessen congestion at key highway junctions, 35 overpasses have been built.</p> <p>On major highway, 5 subway lines have been built, which are the Chembur on Eastern Express Highway, the Kurla on Eastern Express Highway, the Rajaram Nagar on Western Express Highway, the Agripada on Western Eastern Highway and the Mankhurd on Sion Panvel Road.</p>

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CITY	PROBLEMS	USEFUL INFORMATION
BOMBAY (MUMBAI) CONTINUED	<p>Traffic is very congested and chaotic, especially at junctions with the main roads.</p> <p>Vendor stands often encroach on streets and block sidewalks, restricting traffic and forcing pedestrians to walk in the streets. Jaywalking is common.</p>	<p>High air pollution levels are a serious problem.</p>
BANGALORE	<p>Traffic jams are common, and traffic management is inadequate. Heavy traffic makes it difficult for pedestrians to cross streets.</p> <p>Streets are potholed. Road surfaces are frequently rough. Power, water, telephone, cable, and sewerage agencies dig ditches and do not promptly fill them back when done. Wooden boards are often placed over the ditches as temporary bridges.</p> <p>Potholes create hazards for cyclists, especially during rainstorms.</p> <p>Many roads are so narrow that it is difficult for two cars to pass.</p> <p>Heavy traffic makes it difficult for pedestrians to cross streets. Be alert for cyclists who sometimes ride on sidewalks/footpaths to avoid traffic jams.</p> <p>Buses, minibuses and trucks are involved in an average of 41% of road crashes annually.</p>	<p>The city has re-paved 525 km of its roads.</p> <p>There is a very high percentage of 2-wheeled vehicles.</p> <p>Public transportation is inadequate.</p> <p>Sidewalks are generally lacking, and existing ones tend to be in poor condition and force pedestrians to walk in the road.</p>
CHENNAI (MADRAS)	<p>Traffic is congested, and the traffic mix is very diverse. Drivers honk horns often.</p> <p>Road improvement designs do not account for the needs or safety of pedestrians, cyclists, and non-motorized vehicles.</p> <p>Many sidewalks and cycle paths have been eliminated. Existing ones are narrow and in poor repair, forcing pedestrians to walk in the road.</p> <p>Vendor stands, sign posts, power junction boxes and randomly parked vehicles frequently obstruct sidewalks.</p> <p>Pedestrians must be alert for cyclists.</p>	<p>Pedestrians and cyclists comprise 60% of commuters. Traffic is not pedestrian- or cyclist-friendly.</p> <p>Buses are often overcrowded.</p> <p>Chennai lacks an adequate drainage system. Excessive rains quickly stop traffic flow, and the metro may be shut down.</p> <p>Open manhole covers pose a risk to pedestrians.</p> <p>Pedestrian underpasses at metro stations are sometimes obstructed by vendors, are poorly lit and not well maintained and also have very steep steps; therefore, pedestrians often risk crossing in traffic.</p>



RURAL TRAVEL

- Rural roads are poorly maintained.
- About 73% of the population lives in rural areas. Most roads are only adequate for animal-drawn and pedestrian traffic.
- Three main classes of rural roads include the following:
 - National Highways (NH)—the main network for travel between the states and to other nations
 - State Highways (SH)—main roads within states
 - District Roads—connect state highways with feeder roads
- Many roads are extremely narrow, badly surfaced and in terrible repair. Dangerous potholes are common.
- Steep, narrow, curving mountainous roads lack guard rails.
- *Tata* trucks are often overloaded, and drivers do not move out of the way of others.
- Heavy truck traffic causes severe congestion.
- Slow-moving cyclists, bullock carts, elephants and camels share the roads with buses and overtired long-distance truck drivers.
- Herds of animals may cross the roads unexpectedly.

NIGHT TRAVEL

- Avoid night travel by any mode of transportation, including buses.
- Driving along major truck routes at night is very dangerous.
- Many drivers do not use headlights. They turn on the high beams when they expect to encounter another vehicle, blinding oncoming traffic.
- Bullock carts are not equipped with lights.



ROAD REGULATIONS

- Traffic drives on the left.
- Required documents when driving or riding a motorbike: vehicle registration papers, domestic driver's license, International Driver's Permit, and

PEDESTRIAN TRAVEL

- Pedestrians are often fatally injured in hit-and-run road crashes.
- Poorly maintained and congested sidewalks are typical, forcing pedestrians to walk in the road.

SEASONAL TRAVEL

- During monsoon season (June-September), roads become flooded and dangerous. Rivers burst banks, and bridges are washed away.
- In the summer, heavy rains in the city of Dargeeling may cause landslides that cut off the highway.
- Holidays when roads are particularly dangerous include *Ganesh Chaturthi*, *Holi*, *Saraswati Puja*, and *Diwali* (Festival of Lights).

POLICE ENFORCEMENT

- Providing traffic officers with radar guns and speed cameras has increased prosecution of offenders.
- Driving while intoxicated (DWI) checks are infrequent.
- Questionable activities among traffic police are a serious and growing problem. Licensing authorities sometimes overlook legal driving requirements.
- Convictions for irresponsible driving are rare. Bus drivers who cause serious road crashes often return to work immediately after paying a small bail fee. Drivers of overloaded vehicles are seldom fined.
- If involved in a road crash, leave the scene immediately and report it directly to the police.
- If involved in a road crash with a pedestrian or cow, do not remain at the scene. The responsible vehicle may be burned and passengers may be injured or killed by passersby. Immediately go to the nearest police station.

proof of liability insurance. A temporary waiver of import duty certificate is required if you are driving your own vehicle.

- Seat belts are highly recommended but not required by law.



- Pass on the left only if the vehicle ahead signals intention to turn right and has pulled to the center of the road.
- You may pass a tram or any other vehicle running on fixed rails on the left or right if the road is clear of traffic or passengers who are boarding or disembarking the vehicle.
- Do not speed up or maneuver in any way to prevent another vehicle from passing.
- Slow down when approaching an intersection or pedestrian crossing.
- At unregulated intersections, vehicles on the main road have the right of way. If roads are the same size, traffic coming from the right has priority.



ROAD WATCH

SOME DANGEROUS ROADS

ROADS	CONDITIONS
GRAND TRUNK ROAD	Busiest road in India; heavily used by oil tankers and <i>Tata</i> trucks; overloaded by ox carts, animals, bicycles and pedestrians; route from Chandigarh to Delhi and one of most congested; the G.T. Road between Uttar Pradesh and Bihar is dangerous
JAIPUR TO DELHI ALONG NATIONAL HIGHWAY 8	High road crash rate, overturned trucks, and demolished cars; congested from 9:00 am to 7:00 pm; travel only during day; floods during monsoon season
AGRA TO DELHI	High road crash rate, overturned trucks, demolished cars, and congestion; floods during monsoon season
NORTHERN UTTAR PRADESH TO DELHI	Road crashes common; watch for overturned trucks and demolished cars; congested from 9:00 am to 7:00 pm; floods during monsoon season
NATIONAL HIGHWAY 8	Congested; high road crash rate; travel advisable only during daylight hours
DELHI TO JODHPUR	Roads neglected; travel advisable only during daylight hours
DELHI TO JAISALMER	Roads deteriorated; travel advisable only during daylight
DELHI TO UDAIPUR	Roads poor; travel advisable only during daylight
BARODA TO AHMEDABAD	Numerous road crashes
CHITTOR TO AJMER	One of most dangerous stretches of road in India
MANALI TO LEH	Difficult to navigate; crosses 3 major mountain ranges; roads potholed and winding
LHASA TO KATHMANDU	Difficult road conditions
NEPAL	Roads generally poor
KARNATAKA STATE	Many “blackspots” (frequent road crash sites) identified on National Highways in the Bangalore Rural, Tumkur, Chitradurga, Davangere, Haveri, Belgaum, Dharwad, and Dakshina Kannada districts



ROAD RECOMMENDATIONS

TRANSPORTATION OPTIONS

BUSES

- Public transportation safety is poor.
- Buses—nicknamed “killer buses”—are a very dangerous mode of transportation in India. Many people die in serious bus crashes.
- Bus travel is not recommended. Buses are often in poor repair. Many bus crashes are caused by brake failure, steering wheels falling off or weak back axles. Drivers are frequently irresponsible and aggressive, and many are poorly qualified. Buses are extremely crowded, and passengers frequently ride on the top.
- Road crashes involving buses and trucks account for 60% of the annual road fatalities. Bus plunges are common, and injury and fatality rates in plunges are high.
- Bus drivers' salaries are based on the number of tickets sold. Competition for passengers is great.
- Even deluxe buses cannot ensure a smooth ride because of poor road conditions.
- Drivers less likely to be overcharged on state-operated buses than on privately owned ones.
- Many privately owned buses maximize profits by poor maintenance and speeding.
- Trains are somewhat safer than buses, but crash rates are higher than in developed countries.

TAXIS

- Taxis are plentiful and inexpensive.
- Use only registered cabs. Metered taxis are available in most major cities.
- Taxi auto rickshaws are available but unstable. Drivers tend to be reckless, racing in and out of traffic quickly.
- School children often use overloaded auto rickshaws and cycle rickshaws to get to and from school, which have very high road crash and injury rates.
- *Tempos* (larger versions of auto rickshaws) operate on specific routes.
- *Tongas* (horse-drawn carriages) are available in some places.

TRUCKS

- Trucks are often dangerously overloaded and in poor condition. They are responsible for many road crashes.
- Trucks are licensed and taxed to carry loads 25% heavier than manufacturers recommend.

RENTAL CARS

- Rental vehicles are plentiful.
- Rental agencies require huge deposits against damage, an indication of driving conditions in India.
- Most rental agencies require payment by credit card.

MOTORCYCLES & BICYCLES

- Cycling is cheap and convenient but can be very dangerous. Exercise caution on roads with heavy bus and truck traffic.
- Motorcyclists are not required to wear crash helmets but doing so is essential; therefore, it is best to take own helmet.
- If taking own bicycle, take spare parts as they are difficult to find. Consider buying or renting a bike in India, as they are available in most towns. Motorcycles, mopeds and scooters can be rented in larger cities.
- Cars often honk before passing.

CRIME & SECURITY

- Petty crime is common, but violent crime is rare. Avoid traveling alone.
- When traveling alone, women should never get into a taxi or rickshaw if a second man is accompanying the driver.
- Women should chain and lock the door while in a hotel room.
- Major civil disturbances sometimes disrupt public transportation and city services. Curfews and travel restrictions are sometimes imposed. The periods immediately preceding and immediately following elections are prime times for such disturbances.
- Violent reactions to any missionary activities are increasing in many areas.



- The only official border crossing between India and Pakistan is between Atari, India and Wagah, Pakistan.
- Travel to the Siachen Glacier is inadvisable.
- Avoid traveling outside major cities at night in Northeast States.
- If possible, avoid all travel to the Kashmir Valley and Doda District of the State of Jammu and Kashmir.
- Avoid large crowds, political demonstrations, any manifestations of civil unrest or packages left in public places.
- Check with the US Consulate in Calcutta for current areas of instability and areas that require the Indian government's permission to visit.



EMERGENCY INFORMATION

TOURIST ASSISTANCE

- Roadside assistance as poor.
- Gasoline is relatively inexpensive, and unleaded gas is not available.
- Skill in vehicle maintenance is helpful. Mechanics are not always reliable, and spare parts are scarce.
- Emergency numbers in New Delhi are fire 100, police 101 and ambulance 102.
- The Indian National Tourist Organization Offices website is www.tourisminindia.com and e-mail is info@tourisminindia.com.

MEDICAL CARE

- Major cities provide adequate medical care. In rural areas, medical care is limited.
- There is a serious shortage of emergency care vehicles. Response times are often long. Seriously injured passengers are often transported to hospitals in public buses or taxis.
- Medical Care in New Delhi: The East West Medical Center (38 Golf Links, New Delhi 110003. Phone is 462 3738, 11/469 9229, 11/469 0955 and 11/469 8865 (open 24 hours). This is the only clinic in India recognized by most international insurance companies. Fees must be paid up front and reimbursement can be requested from insurance company. The Medical Center accepts major credit cards and will give a referral list of doctors, dentists, opticians, pharmacists and lawyers throughout India.
- Many hotels have a pharmacy. The pharmacy in Super Bazaar in Connaught Place is open 24 hours.

- In Karnataka State, ambulances and some rescue squads are stationed with police patrols on National Highways in the Dharwad, Belgaum, Haveri, Davangere, Chitradurga, Bangalore Rural, Tumkur and Kolar districts.
- US medical insurance is not always valid in other countries. Medicare and Medicaid do not cover medical expenses rendered outside the US.

EMBASSY INFORMATION

- The Embassy of India, 2536 Massachusetts Avenue NW, Washington, DC 20008. Phone is (202) 939-9849 or 939-9806 and website is <http://www.indianembassy.org>.
- The US Embassy, Shanti Path, Chanakyapuri, New Delhi 110021, India. Phone is 91 11 419 8000 and website is <http://usembassy.state.gov/posts/in1/wwwhmain.html>
- The US Consulate General in Mumbai (Bombay), Lincoln House, 78 Bhulabhai Desai Road, Mumbai 400026, India. Phone is 91 22 363 3611, fax is 91 22 363 3350 and website is <http://usembassy.state.gov/mumbai>.
- The US Consulate General in Calcutta (Kolkata), 5/1 Ho Chi Minh Sarani, Calcutta 700071, India. Phone is 91 33 282 3611, fax is 91 33 282 2335 and website is <http://usembassy.state.gov/calcutta>.
- The US Consulate Chennai (Madras), 220 Anna Salai, Chennai 600006, India. Phone is 91 44 811 2000 and website is <http://usembassy.state.gov/chennai/>.



FOR MORE INFORMATION

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ASIRT is a non-profit humanitarian organization established in memory of Aron Sobel, age 25, who was killed along with 22 other passengers in a Pamukkale Bus Company accident on the roads of Turkey. © ASIRT 2004

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