



SAFE MOBILITY FOR ALL – NEED OF THE HOUR

NEWS IN BRIEF

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'1st Indo-Nepal Friendship Motor Rally 2015' - Reception Function
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IRF's Mission

To promote the development of roads and road networks that enable sustainable access and mobility for all

IRF's Vision

A world of safe, sustainable, and efficient roads and road networks

IRF's Values

Commitment to safe, smart & sustainable roads

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FROM CHAIRMAN'S DESK



Greetings & good wishes to all our Members!

In 2015, IRF IC has been very active on many fronts, for fast forwarding the cause of road safety. A

Conference held in January on 'Status of Road Safety and Safe Mobility Initiatives in India', partnered with AusTrade, resulted in many useful Recommendations. The highlights of this event were a Ministerial Meet and an MoU between IRF and AusTrade. The '1st Indo-Nepal Friendship Motor Rally' organized at India Gate in March, 2015, with its impressive display of vintage cars, and with theme of road safety was a great public draw. In April, we hosted a 'Meet of Chief Secretaries and Transport Commissioners' from all States and Union Territories to discuss the status of implementation of road safety strategies. The current issue of IRF News brings these events to you in word and colour.

We shall shortly update you regarding our upcoming Regional Conference on "**Road Safety Initiatives: Status and the Way Forward**" in New Delhi to be held on October 5-6, 2015. We shall be sending the brochures shortly for your participation. We look forward to your whole hearted support to make this event a success.

While all road safety initiatives are important in their own right, I would like to emphasize the common strategies, adherence to which will surely help us leap frog in our endeavors to bring about reduction in road fatalities. Use of seatbelts both in front and rear passenger seats, and use of helmets by drivers and pillion, including women, will save many lives and injuries. Above all, road rage, which is on the rise is an important cause of many accidents, and must be tackled at its roots.

Warm Regards,
N.K. Sinha

RECOMMENDATIONS : IRF CONFERENCE HELD ON 15-16 JANUARY, 2015 'STATUS OF ROAD SAFETY AND SAFE MOBILITY INITIATIVES IN INDIA'

A Conference on "**Status of Road Safety and Safe Mobility Initiatives in India**" was organized by the International Road Federation with the support of Ministry of Road Transport & Highways (MoRT&H) and Ministry of Urban Development (MoUD) as a culmination of the 26th Road Safety Week, which is celebrated by the MoRT&H all over the country. The Conference was held from **15th to 16th January 2015** at India International Centre, New Delhi. The Conference was structured into **five Technical Sessions** dealing with the themes of **I) Legal Initiatives for Road Safety, II) Road Safety – Engineering Measures, III) Education and Awareness, IV) In-vehicle Safety and Trauma Care and V) Australian Road Safety Expertise Session.**

The **Australian Trade Commission** was a **Country Partner** for the Conference. IRF

and AusTrade have joined hands for sharing, in particular, the Australian expertise and experience of Road safety.

A **Ministerial Meet**, conducted by **Shri Nitin Gadkari**, Hon'ble Union Minister of Road Transport and Highways, was a highlight of the Conference.

Recommendations of the Conference follow:

I. Legal

1. Legislation should address requirements of highways as well as urban and rural roads, hilly areas, forests, coastal, mountains and deserts.
2. A new provision in the legislation needs to be introduced to ensure that giving false information to the Licensing

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Authority or such other agencies shall be a criminal offence.

3. Necessary rules should be framed to ensure safety of vulnerable road users like non-motorized transport, pedestrian, children, women, senior citizen etc.
4. Motor Vehicle and Safety Rules should comprehensively address over speeding, over loading drunken driving and restriction on number of passengers in motor vehicles.
5. Graded penalty point system with enhanced fines will act as a deterrent and will improve traffic safety, and thus should be provided for in the Legislation.

II. Engineering Measures

1. Faulty roads and non-standard installation of traffic control devices must be urgently corrected as they result in a large percentage of road traffic violations, as well as serious and fatal road crashes.
2. Road Safety Audits should be carried out at all stages of road development viz. planning, design, construction and operation by Accredited Road Safety Auditors. Auditors should also consult with the local communities. All road safety audit recommendations should be implemented and followed religiously.
3. Continuous road maintenance should be ensured to enhance safety.
4. Black spots (locations of high accidents) should be identified and removed in a time bound manner.
5. Road Design Standards for Road Safety should be updated keeping in view the concepts of 'self-explaining roads' and 'forgiving roads' and their implementation should be monitored regularly.
6. Safety measures should ensure easy movement of physically challenged persons by adopting appropriate solutions including IT.
7. ITS should be evolved for avoiding human interface for issue of driving license and registration certificate.
8. Codes and Manuals must be revised in view of improved vehicle technology and prevailing road user behaviour.

III. Education, Training, Awareness & Capacity Building

1. Educate people about traffic rules. It involves a dual approach – telling people what they ought to do, and also highlighting the scientific underpinnings of the road safety approach.
2. Road Safety education needs to be introduced at school level.
3. Films, Muppets & Street Plays on road safety may be created to convey the road safety messages.
4. There should be mandatory training of drivers before issue of licence for driving heavy vehicle.

The HMV drivers should also be imparted training in 1st Aid Trauma Care, which should be a prerequisite for issuance of HMV during licence. Structured Training should be provided to drivers of all categories of vehicles by:

- i). Organizing Refresher and Badge training for commercial drivers.
 - ii). Professional Driver Training Program
 - iii). Extended training
 - iv). Refresher Training Programs
 - a. School Cab Drivers
 - b. Auto Rickshaw Drivers
 - c. Drivers of unorganized sector
5. Quality driving schools need to be established with qualified & trained instructors.
 - Corporates should employ trained youth as drivers and help them learn safe driving.
 - More opportunities should be created for existing and commercial drivers to learn safe driving particularly Speed management.
 6. Since police and transport departments are the two primary agencies responsible for the enforcement of the legislation, training of enforcement and transport personnel should be adequately spelt out and addressed.

IV. In-vehicle Safety

1. Improved vehicle designs should be adopted for safer travel. Government should regulate and monitor time bound vehicle type approval to promote innovation and adoption of new technology. Motor vehicles. Those which are non-compliant with the provision of the standards should be recalled.
2. Adoption of new innovative technology like low carbon, energy-efficient and environment-friendly road transportation system should be promoted.
3. Vehicle safety should be ensured by Roadworthiness tests of vehicles; Certificate of conformity with relevant rules with regard to vehicle type approval, construction, design, and maintenance and safety features like alcolocks, eye drowsiness detectors and vehicle locators i.e. GPS.
4. Minimum safety by implementing crash regulations must be ensured / Creation of Crash Test Facility should be expedited.

V. Trauma Care

1. There should be a national lead agency to coordinate various components of a trauma system.
2. Education in trauma life-support skills has only recently become available. Training in Trauma Care at the under graduate or post-graduate level needs to be provided in all medical Colleges.
3. Following actions may be taken regarding trauma care for quick implementation:-

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- a). Dedicated telephone numbers for immediate information in respect of a road accident e.g. 1033; 1044; and 1055;
 - b). Establishing a large number of 'Transits to Trauma' – T to T – centres for:
 - (i) first aid
 - (ii) Providing information about, and directions to, the nearest trauma centre
 - (iii) Ambulance meeting point
4. First aid Trauma Care Training should be compulsory for all heavy duty vehicle Drivers.

VI. Others

1. In order to address the issues of people with disability, low floor buses, hydraulically operated ramps in the bus or manually operated ramps, may be provided.

1ST INDO-NEPAL FRIENDSHIP MOTOR RALLY 2015 'RECEPTION FUNCTION'

The 1st Indo-Nepal Friendship Motor Rally 2015 which was flagged off from **Puri, Odisha** on **27th February 2015** culminated at India Gate on Sunday, 8th March 2015.

To celebrate the occasion, IRF India Chapter with the support of Ministry of Road Transport & Highways (MoRT&H) organized a Reception Function on **Sunday, 8th March 2015** at **August Kranti Lawns, India Gate, New Delhi**.

Smt. Sushma Swaraj, Hon'ble Union Minister of External Affairs, was the chief guest on the occasion and **Shri P. Radhakrishnan**, Hon'ble Minister of State, MoRT&H, was the guest of honour.



GOVERNING COUNCIL & GENERAL BODY MEETING HELD ON THURSDAY, 2ND APRIL, 2015, AT INDIA INTERNATIONAL CENTRE, NEW DELHI

In the absence of Shri. N.K. Sinha, Chairman, IRF IC, who had to suddenly leave station on urgent official work, Shri. G. Sharan, Vice Chairman, IRF IC, chaired the meeting of the Governing Council and General Body.

The Officiating Chairman welcomed all the members present at the meetings. In his introductory remarks, he mentioned that IRF IC had taken up an impressive array of activities during the last financial year. Several Seminars, one Regional Conference with Australian participation resulting in an MoU between IRF and AusTrade, Bicycle Conspicuity Drive focusing on the most vulnerable segment of road users namely cyclists, and most recently a Car Rally, which attempted to draw attention to Road safety issues were highlighted by him.

Shri. T.K. Amla, Secretary, IRF IC, made a presentation on IRF IC activities and the results achieved.

The following suggestions were made by members:-

- (a) There is a need to increase the membership of IRF IC.
- (b) All Members to persuade their Consultants and Concessionaires to apply for IRF IC membership and strengthen the organization efforts aimed at achieving the objectives of UN Decade of Action Plan for Road Safety.
- (c) The planned Road Safety Auditor courses shall be taken up on priority.
- (d) Chairman, IRF GPC, Mr. K.K. Kapila mentioned that there were a large number of initiatives, which IRF IC had taken up during the year and which included the need for accentuating training, particularly that of truck drivers in trauma care. IRF IC, plans to initiate a Trainers' Training Programme in all States to sensitize drivers and the Health Ministry has also been addressed in this regard. A Committee has been formed to suggest measures for implementation on ground. Actionable points have been identified but need to be broken up into suitable packages for ground level delivery. The training would be carried out with support of all stakeholders including Concessionaires. CRRI and IITs would also be involved in the training of trainers.
- (e) There is need to make E-rickshaws safer. Cyclists are already being covered under the Bicycle Conspicuity Drive and other measures for conspicuity.
- (f) Resident Welfare Associations must try to access funds of not just MPs, but MLAs and MLCs by approaching them and taking up the issue.

Chairman, IRF GPC, then elaborated on various initiatives being planned by IRF IC. Most immediately, jointly with MoRT&H, the IRF IC is organizing a meeting of Secretaries of Transport and Public Works

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Department on 10th April 2015. He informed the members about the Road Safety Matrix, which has been developed and circulated to all the States by the Secretary, MoRT&H. The Hon'ble Union Minister, MoRT&H has addressed to all State Chief Ministers to focus on road safety issues through Road Safety education, right from the school level.

Chairman, IRF GPC also informed the members about the intensive work undertaken with regard to the Motor Vehicles Act. Unlike the existing Act, which has so far been futuristic, the proposed amendments will now also apply status quo ante. He gave the instance of seat belts having become compulsory, but are presently only applicable to those cars manufactured after the date of the amendments coming into effect. However, this needs to be made applicable under law to all vehicles on the road, irrespective of their date of manufacture viz-a-viz the seat belt mandatory law. The future amendments would ensure that whatever can be retrofitted would be done.

Chairman, IRF GPC also said that as a result of his research, it was found that 100% tax exemption is already available for Road safety initiatives since 1998. Clarifications had been sought from the Finance Ministry by Secretary, MoRT&H, to see whether this applicability still exists (*since then, the Revenue Secretary, Mr. Shaktikanta Das has confirmed that the road safety related activities are now eligible for 100% tax exemption under Section 35AC of the Income Tax Act 1961 and elaborated it further as under :*

"A Scheme/Project carrying out a programme that "promotes road safety, prevention of accidents and traffic awareness" is covered under Rule 11K(m) prescribed under Section 35AC of the Income Tax Act 1961. Road Safety related activities are now eligible for 100% tax exemption. The project, will, however, need to be notified as an eligible project in terms of Section 35AC (ibid) for which an application has to be made to Secretary, National Committee for Promotion of Social and Economic Welfare").

A campaign along the lines of Swachh Bharat, must be unleashed to take Road safety activities to the next level and to sensitize States to fund road safety initiatives.

Chairman, IRF GPC, mentioned that all petrol pumps by the end of the year are expected to put up road safety slogans. He gave the assurance that the Road safety campaign will go along the lines of Swachh Bharat Campaign.

The Accounts of the year 2014-15 and Budget Estimate for the year 2015-16 were presented before the Governing Council, which approved the same for consideration by the General Body. The General Body of IRF IC in turn approved the Accounts of the year 2014-15 and Budget Estimate for the year 2015-16.

Concluding the meeting, the Officiating Chairman complimented IRF IC and the members for taking the

organization to greater heights and expressed the confidence that with everyone putting in efforts, the organization would reach commanding heights. He thanked all the members and invitees for their participation.

The meeting ended with a vote of thanks to the chair.

:- RECOMMENDATIONS :- 1ST ALL INDIA STATES GOVERNMENTS' MEET

The Ministry of Road Transport & Highways (MoRT&H) and International Road Federation (IRF) organised the First All India State Governments' Meet on **10th April 2015** for a Review of the Status of Road Safety Initiatives at the State level to achieve the objectives of Decades of Action Plan, i.e. to reduce the road accidents and fatalities by 50% by the end of 2020. This was to determine the details of assistance required by them from the Central Government and the IRF. 24 States had participated in the Meet and shared their initiatives, which provided an opportunity for one State to leap frog from the experience of another. The Secretary, Ministry of Road Transport & Highways and the Joint Secretary deliberated in the meet giving the policies and programmes of the Government which can help the State Governments. The Chairman, IRF detailed the initiatives taken by the IRF, India Chapter in various aspects of road safety and assured assistance to State Governments. The major recommendations of the Meet are given here.

1. Road Safety Fund (RSF) is to be established in each State, and a uniform system of accrual of funds in the RSF may be established across all States.

2. All blackspots of the main road network in the States be corrected by fixing targets for each year through scientifically designed countermeasures. A uniform protocol for blackspots for all States will be circulated by the MoRT&H. Monitoring and evaluation are also to be taken up for the blackspot locations after improvements. All blackspots to be removed by 31st March, 2018.

3. Implementation of Road Safety Action plans of the States need serious coordination among the Stakeholder/Government organizations. For this a Nodal Agency with a Nodal Officer be notified, which will be the Lead Agency for Coordination in close collaboration with IRF and MoRT&H. There shall be time bound targets for various road safety actions, which will result in reduction of accidents and fatalities.

4. A comprehensive review of all the Codes /Standards/Specifications from the point of view of Road Safety to be completed in a time bound manner, preferably within 2 years.

5. All major roads in the States (NH and SH) should be minimum 3 Star rated. For this, systematic assessment and improvement may be taken up, and all new roads should be minimum 4 star rated by design.

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6. The various Road Safety Committees/ Councils/Authorities in the States at different levels need to be constituted/re-constituted with induction of road safety professionals in addition to the government officials.

7. The Driver Training and Driver Testing System in States needs complete revamping. Approved training centres equipped with proper curriculum, trainer and equipment only be permitted to provide driver training. The curriculum should include driving in hilly areas. The HMV drivers' training shall include one-day trauma care course also. Testing of the drivers be also done by road safety professional/trainer to test the drivers in automatic driving track, where human decision making is eliminated as far as possible.

8. National Highway Policy without any traffic calming measures need to be reviewed when the highway passes through developed villages/towns. Suitable grade separators are to be implemented or appropriate traffic calming measures to be adopted with restricted speed of 40 kmph for the village stretch for protection of VRUs.

9. Censor Board of India may consider not allowing any action on road use by motorcycle and cars shown in cinema if it violates any traffic rules. Rather it can promote compliance to road rules by showing the cinema personalities using helmet/seatbelt etc.

10. The design and specification of the helmet needs to be modified for the climate in the country, as it has been done in Vietnam. Appropriate design of helmet for woman and children should also be standardized.

11. Road accident data collection is not being done logically in most States; and those who have adopted some system, also do not have completeness of the data as well, as there is no analysis done for identifying the causes. A robust system be adopted across all States.

12. States to establish Trauma Care Centres along the National and State Highways, so that a patient can reach the centre within the Golden Hour. Besides a selected teams of doctors and nurses to be trained in advanced trauma care system.

13. Each State should adopt road safety in the school curriculum, so as to ingrain the road safety culture in the minds of children. Also Road Safety Clubs be created in schools, like NSS, NCC, etc.

14. Police deployed for traffic duties are to be trained for basic traffic engineering and traffic management for the delivering the job effectively and efficiently.

15. All safety provisions of roads in terms of signs, markings, crash barrier, delineation, etc should be fully implemented utilising 10% of the project fund earmarked for safety features.

16. The Central Ministry may compile a team of road safety experts, which can be uploaded to the Ministry's website, and the States can seek advice from Peers for various matters of Road Safety.

UPCOMING EVENTS

SENIOR ROAD EXECUTIVES PROGRAMME 2015 22 JUNE TO 4 JULY 2015

Organised by the **University of Birmingham** in association with the International Road Federation (IRF) in Geneva, this 3-day intensive training programme consists of four linked courses delivered by experts of international repute. Specially tailored to senior road executives from emerging economies and developing countries, the course has been designed to disseminate, in an interactive way, recent cutting edge advances in sustainable roads. Participants attending the full course will qualify for the prestigious **IRF Certificate of Sustainable Roads Management**.

The course helps you to:

- Participate in lively debate and discussion
- Discover solutions to problems faced in your country
- Network with like-minded road professionals
- Gain the IRF's prestigious Certificate of Sustainable Roads

The 2015 edition of Senior Road Executive Programme will be held from 22 June to 4 July 2015 in the **School of Civil Engineering**, which lies at the heart of the **University of Birmingham** in the UK.

Enquiries about this programme can be sent to: sre@contacts.bham.ac.uk.

IRF's ROAD SAFETY CALENDAR 2015

IRF India Chapter has released its road safety calendar for the year 2015. The calendar, as always, is quite educational and full of important road safety messages.

Members may collect their free copy from IRF office. Soft copy can be downloaded from our official website : www.indiairf.com.

MEMBERSHIP OF IRF INDIA CHAPTER

IRF IC is a membership-based organization, representing corporate and institutional players and stakeholders in the road infrastructure sector in the country. Road safety has been at the core of IRF IC's activities, which also promotes "green road" approach. IRF IC has made a dent in policy through advocacy.

IRF IC invites all stakeholders in road sector to join it as members and contribute to the efforts for better road infrastructure and safety.

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9th IRF Regional Conference

**ROAD SAFETY INITIATIVES:
STATUS AND THE WAY FORWARD**

5-6 October, 2015

India Habitat Centre
New Delhi, India

Supported by :



सत्यमेव जयते

Ministry of Road Transport and Highways
(Government of India)

For any queries about the programme, speaking slots, delegate registration and sponsorship, please write to us: india@irfnet.ch