



# IRF Seminar on “Road Safety: Time for Action”

14-15 January 2016

## **KEY RECOMMENDATIONS**

### **Technical Session I: Safer Roads – Removal of Blackspots**

1. Appeal to all Members of Parliament and State Legislature to take up removal of at least one blackspot in their constituency from their MPLAD funds.
2. While MoRT&H and NHAI are having their targeted blackspot removal plans drawn up for the National Highways, the States can adopt a similar yearly programme of blackspot removal for State Highways and Major District Roads.
3. MoRT&H and NHAI should take up programmes of Road Safety Audit (RSA) of the National Highways under operation (within their jurisdiction) and upgrade these roads by removing the safety deficiencies based on recommendations of RSA (with a target of 5000 kms every year so as to cover the major network within next 5 years, prioritising those with high density traffic).
4. As per the protocol and guidelines issued by MoRT&H for removal of blackspots, all Road Authorities in States and Urban Road Authorities should make plans to undertake Road Safety Audits to identify blackspot locations of their respective road networks (say 3000 km/year) so as to remove all safety related deficiencies in a time bound manner.
5. All States must remove atleast 10 black spots in 2016.
6. As the first step, once the blackspot is identified, traffic calming measures and proper signages (warning about the hazardous site) should be provided to manage the traffic (ameliorate it) while detailed improvement plan is being prepared and its implementation is in progress.
7. Authentic and reliable accident data is a big challenge – as such urgent action is required to implement a systematic and urgent accident data collection system across the country.

### **Technical Session II: Role of Enforcement**

1. Appeal to all political parties to support the Road Safety & Traffic Management Bill in the Parliament, for its expeditious passage for saving valuable human lives from road accidents in the country.

2. Enforcement has a paramount role in controlling behaviour of road users for complying with road safety rules and regulations. Rules related to safety of road users should be implemented uniformly across the country – without the States' authority to change the requirements of the law.
3. The M.V. Act provisions should be unambiguous with total clarity to all (enforcers and road users alike) for their complete compliance by all.

### **Technical Session III: Role of ITS in Road Safety**

1. Intelligent Transport System (ITS) needs to be adopted uniformly across the whole country for tolling with uninterrupted movement of traffic with interoperability features.
2. ITS should be used for efficient and effective traffic management for the primary network (NH & SH) as well as for the urban area network in the country.
3. ITS can facilitate all modern advanced traffic management, while enhancing road safety tremendously and making road users well informed for taking smart decisions.
4. ITS deployment in urban network as well as for the primary network can be taken up urgently under Public-Private Partnership (PPP) model. To start off, pilot projects be undertaken to establish the suitability and credibility of various technologies for mixed traffic in India.

### **Technical Session IV: Trauma Care**

1. All HMV (Heavy Motor Vehicles), i.e. commercial vehicle drivers, should be trained in Enhanced First-Aid to create a large pool of First Responders in the country, and this should be targeted to be completed by middle of 2018. From July 2017, issuance of all fresh licenses and renewals should compulsorily adopt the requirement of Training on Enhanced First-Aid.
2. Just like the “Disaster Management Act”, where every citizen is required to be trained on disaster management, “National Trauma Care Act” may be promulgated to train all citizens in the basic Trauma Care in respect of First Responders' Training for saving lives and disabilities by providing help to accident victims during the Golden Hour.
3. For all trauma care services, a single “All India Number” (contact/telephone number) should be firmed up and announced at the earliest.

### **Technical Session V: Strengthening Licensing Regime**

1. Schooling for Driver Training is a “must” for credible driving skills through established and standardized driving schools equipped with modern instrumentations and extensively trained Trainers.
2. Automated tests for evaluation of driving skills acquired by the learner drivers should be adopted, before issuing driving licenses to avoid or minimize the human interface/involvement in the tests/evaluation so as to make it most fair and accurate evaluation of skills.

3. The driving skills of drivers, especially commercial vehicle drivers should be evaluated and updated regularly by re-training them at regular intervals (atleast every two years).

## **Technical Session VI: Road Safety Education**

1. Uniform adoption of road safety in school curriculum through existing subjects will not add additional burden to children but will make them learn road safety through the normal subjects taught in the schools. All State Boards should adopt these curriculums in their school education books; the details of which are available in the IRF-IC website: [www.indiairf.com](http://www.indiairf.com). This is likely to develop the road safety culture in the children, who are the future citizens and road users in the country.
2. All senior officials of Road Agencies, Enforcement Agencies, Transport Department and Policy Planners connected to road development and transport should undergo one week training on road safety.
3. The print and visual media should be entrusted to take the structured messages (designed to address different road safety problems and issues) on road safety to the masses, for increased awareness thereby alleviating the road safety situation in the country.
4. IRF has instituted an award for the media persons at least one from each State for contribution towards road safety through structured campaign and messages delivered to masses bringing positive results. This needs to be publicised.
5. All educational institutions should observe one day of Road Safety Week as “Road Safety Day” covering various road safety related activities taking it in the same spirit as NSS, NCC, etc.

## **Technical Session VII: Vehicle Safety**

1. Ten Inspection & Certification (I&C) Centres are being created in the country, and are likely to be ready during this year. One of them at Nasik is already in operation and 5 more are likely to be commissioned in 2-3 months. Similar parallel pilot centres should be set up in all the States. In order to cover up the entire commercial vehicles population in the country, one has set up a huge network of such centres which will require privatisation on a massive scale. Ultimately privately owned vehicles are also to be covered which will ultimately help in setting up end of life vehicles in India. Modification in MV rules will also be required to make it mandatory to issue annual fitness certificate based on test reports from I&C centres located within 60km of the RTO.
2. Since the crash test facilities are being created in the country, the vehicle manufacturers in India should be mandated to meet the compliance about the required crash survival test on fast track basis in the near future.
3. Vehicular lighting system contributes significantly to meet the basic requirement of safety in traffic, i.e. through “see and be seen”. The active and passive lighting devices for the motor vehicles should be enforced strictly as per the provisions of M.V. Act to meet all safety requirements of the vehicle.

4. Conspicuity marking of commercial vehicles such as Buses, Trucks, Tractors, Trailers, etc and bicycles for better visibility at night by retro-reflective tapes should be strictly enforced.
5. The Final Revised version of TED 11 (1038) for standardizing Retro-reflective Tapes for bicycles during manufacturing has been cleared by all concerned. The issue is pending for release of notification by the Department of Industrial Promotion and Policy, which needs to be expedited. The cycle manufacturers have been raising objections to the proposed order stating that the cycles will become expensive. However, these are baseless, as the cost of Rs. 30/- to be incurred on fixing of Reflective Tapes will not make the bicycles expensive, since this meagre cost will be partly offset by the current ineffective reflectors as well. For the safety of the cyclists, it is imperative that the requirement of fixing reflective tapes prior to their sales is accomplished at the earliest.
6. "Right to Repair Act" as prevailing in Europe, should be enacted to enable retro-fitting and repair of all in-use vehicles for meeting the requirement of safety (in-vehicle safety devices) as per the provisions of the M.V. Act. At present, due to non-availability of genuine spare parts and information of diagnostic software, workshops are finding it difficult to attend to multi-brand vehicles. This will encourage network of workshops all over the country capable of repairing multibrand vehicles in remote places of the country and thereby creating employment.

## **Panel Discussion & Closing Session**

1. To ensure quality standard of helmets, Government should enforce marking of all helmets produced and sold in the country to be in conformity with BIS standards and marked with BIS certification.
2. All locations in the road network (especially the urban road network), where there is significant pedestrian traffic, should be provided with pedestrian facilities (footpath and cross-walks, including FOB or underpass) for safer use by pedestrians.

