



International Road Federation

5<sup>th</sup> Regional Conference  
**INSTITUTIONAL ARRANGEMENT FOR  
REDUCTION OF ROAD FATALITIES**

25 - 26 November 2010 | India Habitat Centre, New Delhi

- ❖ In view of UN General Assembly Resolution proclaiming a “**Decade of Action for Road Safety 2011-2020**” and the serious position of road fatalities in India, it is recommended that Hon'ble Prime Minister may set up a Cabinet Committee with the Cabinet Ministers of Road Transport & Highways, Health, Education, and Information & Broadcasting for issuing policy directions, instructions and monitoring the implementation of the actions with regard to Road Safety.
- ❖ Taking into account that the annual loss due to road accidents amounts to almost 2% of GDP, Planning Commission is requested to earmark a non-lapsable grant of Rs. 5,000 crores every year as Road Safety Fund, which shall be administered by Road Safety Board.
- ❖ Autonomous Road Safety Board should be established at the Centre and similar counterpart State Boards be established in the next one year. Funding of these Boards could be provided from Central Road Fund and from the Plan Funds.
- ❖ As per World Bank norms, at least 10% of the project cost should be earmarked as a separate budget for road safety features.
- ❖ For determining viability of projects, for implementation under BOT / DBFO basis, the project cost should include the cost of essential safety measures like vehicular / pedestrians / animal underpasses / overpasses, services roads and other safety features, as per IRC Manual. Any other safety features as considered necessary on case to case basis could be funded directly by the Government from earmarked Road Safety Funds.
- ❖ Amendments to the Motor Vehicles Act be approved and implemented expeditiously with necessary enabling clauses empowering State Governments for enhancing the penalties for violations, linked to WPI.

- ❖ Enactment of legislation/regulation for compulsory wearing of helmets for driver and pillion rider of all motorized two wheelers in all States (both in urban and rural areas) without exception, and enforcement thereof.
- ❖ Enactment of legislation/regulation for wearing of seat belts for all 4-wheeler drivers and passengers, in all States (both urban and rural areas) without exception, and enforcement thereof.
- ❖ Stricter enforcement measures be effected with increased uses of advanced technology for red-light violations, over-speeding, lane-driving violations etc. with increased usage of ITS and for regulating traffic and relieving congestion.
- ❖ Directions be issued to all automobile manufactures to mandatorily provide all modern in-vehicle safety devices.
- ❖ Continued display of promos and advertisements for Road Safety in electronic and print media. Display of hoardings at all important locations in various towns and cities.
- ❖ Establishment of Fast Track Courts, using the services of retired Judges, to deal with insurance claims of the road accident victims and traffic violation cases.
- ❖ All hospitals be directed to provide immediate medical care to accident victims. Suitable copies of this direction be displayed prominently in the hospitals. Also, every government and private hospital should establish a Help Desk (through Private Health Agency/NGO/Trust) for assistance to the road accident victims.
- ❖ Specialized training be provided to doctors and paramedics in trauma care and treatment of road accident victims. Development of a network of Trauma Care facilities totally supported by technology as implemented by GVK foundation should be taken up. This will necessitate providing adequate numbers of ambulances, together with appropriately trained with technical administrative and paramedic staff.
- ❖ Institutional Strengthening, by way of increased staff and training, of the Traffic Police Department and State Transport Department to be taken up urgently, commensurate with their work loads, so as to ensure efficiency and effectiveness in their services. Also necessary to have clear coordination frameworks between the police and the transport departments, to ensure full synergy.
- ❖ A robust accident data collection/recording and management system be developed and be implemented throughout the country.
- ❖ Road Safety Audit Report and its compliance, in respect of project design, be made mandatory for according administrative approval of estimates. Road Safety Audit also to be carried out further during construction (every three months) and during operations (every year). Records of all such audits and compliance of audit recommendations be maintained as permanent record.

- ❖ As a first step, each State should take up one road (of about 50-100 km) as a model road with all safety features, required for a forgiving road.
- ❖ All roads in the country to be provided with road signs and lane markings in accordance with IRC guidelines and MoRT&H specifications.
- ❖ Provision of footpaths in all urban roads / streets be made mandatory. All encroachments along the road side be removed completely. All bus stops in urban areas be provided with bus bays. Controlled pedestrian crossing facilities like cross-walk, underpass and overpass be provided as warranted.
- ❖ Violation of pedestrian privileges at zebra crossings by vehicles to be prosecuted and fined heavily
- ❖ Road Safety curriculum in the school syllabus to be developed for uniform adoption throughout India, in pursuance of the principle *“Catch them young and catch them early”*.
- ❖ The regulations for granting of driving licenses to be enforced strictly, and proper driving and skills tests are to be included; and also to conceive and implement mechanisms to ensure that no licenses are granted without full compliance of the rules.
- ❖ Upgradation of existing driver training schools to be taken up with training of trainers and other facilities. Also, facilities for driver training be developed in existing polytechnics and ITIs, where the automobile engineering or motor mechanic courses are already there, since a large part of the required infrastructure already exist in them. Technology supported modern driver testing systems be implemented, for issuance of driving license in a transparent manner.
- ❖ Organized sectors (the fleet owners) be requested to get their drivers retrained through refresher courses every three years, with a built-in mechanism of tests after each such course.
- ❖ Exercise the power to place endorsements on licenses for violations, and also use powers of suspension and revocation of license very strictly to ensure effective deterrence.
- ❖ Use digitization of records to create a centralized database of vehicle registrations, issuance of driving licenses, offences committed and fines imposed, with easy access mechanism to the database, so as to penalize repeat offenders.
- ❖ Enactment of regulations for controlling the menace of blocking/interfering with easy passage of emergency vehicles, and such violations to be fined and prosecuted heavily.
- ❖ A national award should be instituted for the Parliamentarian for excellent and outstanding performance with regard to road safety in their constituencies.