

Recommendations

8th IRF Regional Conference on “Road Infrastructure for SafeMobility” (3rd to 5th October 2013)

I. Road Safety Audit

1. Road Safety Audit (RSA) should be made mandatory in respect of following stages of project: (a) Feasibility (b) Detailed Project Report (c) Construction (d) Pre-Opening and (e) Operation. All Road Agencies/Authorities should be responsible for implementing the RSA recommendations uniformly across the country. To begin with a target of 10% of the NH and SH network be fixed to make them safe in all respect, to be achieved by December 2014.
2. A statutory body should be created expeditiously (under the Government but independent of MoRT&H) for Road Safety and Traffic Management, on the lines of Railway Safety, under the Ministry of Civil Aviation for declaring the road safe before opening to traffic. Unless this happens, the recommendations for improving road safety on road network are not likely to get implemented. This statutory body shall enforce Road Safety amongst all stakeholder Agencies/Government Ministries. The counterpart body (State Road Safety Council) exists in States under Section 215 of M. V. Act, but does not function without creation of the statutory body under the Central Board.
3. A Road Safety Fund by pooling all the funds from different sources should be created and placed under the proposed statutory body. Apart from the Road Safety allocation of 10% of the annual budget of MoRT&H, similar provisions be started under the Road Sector Budget of the States. Additional funds for Road Safety be created by apportioning 10% of the CRF accounts, portion of Insurance Cover for Vehicles and Road Taxes.
4. To encourage additional spending on Road Safety, provision for expenditure on Road Safety should be included both in MPLAD as well CSR. Besides tax benefit on expenditure on Road Safety which is currently under 80G should be

covered under Section 80GGA of Income Tax Act 1961 giving 100% relief in Income Tax on expenditure on Road Safety.

5. For all estimates of highway projects under contingencies apart from the provisions for civil engineering works, a flat provision of 3% be also made for Road Safety.

II. Legislation

1. Suitable legislation mandating the usage of white LED for street lighting system be adopted as against yellow lights to improve visibility at night, and thereby road safety.
2. Bus Code and Truck Code should be implemented at the earliest to enhance safety of these vehicles in case of crash. Body building of trucks and buses, therefore, should be done in an organised sector, for which appropriate legislation be drawn up.

III. Motor Vehicle Act

1. The vehicle safety issues be comprehensively included in the provisions of M. V. Act and the Government should take initiative through SIAM to implement all such modern in-vehicle safety features uniformly in all vehicles, as adopted in other developed countries.
2. For conspicuity of bicycles and tractor / trailers, for their safe plying on highways / urban roads, provision of affixing retro-reflective tapes must be made mandatory. Further, existing provision of M. V. Act for fixing conspicuity tapes on commercial vehicles should also be uniformly and strictly implemented.

IV. Trauma Care

1. For ensuring that road accident victims receive timely medical care, Trauma Care Centres at District Level be established.

2. All heavy duty vehicle Drivers, bus and truck Drivers should be essentially trained in First Aid Trauma Care and First Aid Trauma Care Kit should be placed in all heavy duty vehicles.

V. Training

1. Training of RTOs / Motor Vehicle Inspectors should be taken up for testing and certification of commercial vehicles, as required by M. V. Act. Strict check on FUPD, SUPD and RUPD, and other fitments related to safety like mirrors, etc. be enforced at the time of registration as well as later certifications. Existing Rule 62 needs to be strengthened further in this respect.

VI. Other Recommendations

1. A comprehensive road accident data collection system be adopted across all States and Union Territories in India for which MoRT&H should take necessary initiatives, so that this becomes a reality positively by June 2014.
2. Radio frequency used internationally for V2V and V2I communications for implementation of ITS needs to be standardized for India, as per UN Convention. In addition, the recommendations of "Nilekani Committee" for RFID tags for interoperable toll collection system should be implemented for smooth traffic flow and extra safety on the high speed toll roads.
3. ITS be provided and maintained under PPP mode using advance technologies to check violations. The provider could share the revenue with the Police Department from the collections against violations, as well as a fixed charge every month.
4. The Private Sector is engaged progressively in road safety programmes under the PPP mode. In this regard, consolidating all types of encroachers e.g. Dhabas, Truck repair units, Shops, etc. in an efficient manner be considered to release the encroached/misused road land for appropriate road usage. Provisioning of sky-walks in densely populated areas, particularly near railway stations, bus terminals, etc. may be explored for improving the road safety in a significant way.

5. Land required for accommodating safety provisions as per DPR and / or RSA, must be acquired along with the land required for main carriageway and service roads. However, if it is not possible to acquire land due to other considerations, then alternative engineering solutions need to be evolved including the financial implications, rather than constructing sub-optimal and unsafe roads.
6. The circular of MoRT&H of April 2010 for 'forgiving roads', specifying requisite safety measures be mandatorily adopted in letter and spirit in every road project. Agencies, who do not follow the same shall be held responsible for safety lapses.
7. For existing Highways / Expressways, RSA must be conducted urgently to assess the road safety deficiencies, and the cost for addressing the same should be met from 10% of the fund earmarked from the budget, and for the concessions by paying through variations including extending the concession period.
8. Considering the level of development and availability of modern tools for enhancing road safety, and advancements in online data collection about operation of the highway, it is recommended that adoption of ITS and HTMS / ATMS etc. need to be progressively enlarged. It is recommended that at least 10% of the multi-lane high-speed network (selected NH / Expressways) must be covered by such systems by December 2014.
9. If for a concession, no fatal accidents take place in a given year, the concession period should be extended by one month.
10. **Implementation of Guidelines / Norms for Access Permission** : Ministry has issued separate guidelines on access permission to Fuel Stations, Service Stations; Rest Areas, etc. as well as access permission to private properties, etc. However, in practice, these are not being implemented uniformly. The implementation of these guidelines / norms be made mandatory and the Highway Administration should be held responsible for non-compliance of these guidelines / norms.