



International Road Federation (India Chapter)  
4<sup>th</sup> Regional Conference

**Accident Prevention: Road Safety Measures**

23-24 October 2009

India Habitat Centre, New Delhi

**RECOMMENDATIONS**

The 4<sup>th</sup> Regional Conference of International Road Federation was held on 23-24 October 2009 at India Habitat Centre, New Delhi. It was organized by International Road Federation (IRF) in collaboration with the Ministry of Shipping, Road Transport and Highways, Govt. of India, National Highways Authority of India and Intercontinental Consultants & Technocrats Pvt. Ltd. A large number of Government and Private organizations have supported the Conference.

About 350 delegates attended the Conference and all of them highly appreciated the high-value content of the Conference, which was a grand success due to the total commitment to road safety shown by one and all, as also speakers, chair and co-chair of the sessions, and delegates. The conference was spread over five Technical Sessions besides the Inaugural Session, and a Plenary Session. A Panel Discussion-cum-Recommendation session on **Accident Prevention for the Target of 50% Reduction in Fatality by 2012** was also held.

The Conference deliberations and the Panel Discussion showed high degree of passion for ensuring safety in our existing road network as also the road developments in developing countries without compromising the requisite standards. With deficiencies in road design and implementation, prevailing poor driving skills and inadequate enforcements, the situation is deteriorating fast; and it was collectively argued that these are predictable, and hence surely preventable. A package of "Vaccine" for Road Safety epidemic was recommended to contain this menace, as follows:

- 🌐 **Speed control and management**
- 🌐 **Steps against 'impaired driving' – drunken driving and tired drivers**
- 🌐 **Strict enforcement of roadworthiness for in-service motor vehicles**
- 🌐 **Enforcement of Seatbelt**
- 🌐 **Enforcement of Helmet**
- 🌐 **Better road design (Forgiving Roads)**

Based on the extensive deliberations, a set of significant conclusions have been arrived at which are compiled as *Conference Recommendations* for sending to the Government for appropriate consideration in road development schemes in the country, aiming at accident prevention through effective direct and indirect road safety measures and through necessary policy changes, wherever necessary.

The Recommendations evolved are compiled in Groups as follows:

**(a) The design of the roads, both in urban and non-urban areas, need to be changed wherever necessary to ensure the safety of all road users uniformly.**

- 🌐 The RSA (Road Safety Audit) is to be made mandatory at all stages of road development, and the recommendations to be implemented uniformly in case of already built roads as well as those under implementation.
- 🌐 In case of the BOT and DBFO projects all the RSA recommendations be implemented through the Concessionaire, and the cost be built into the project through extension of the concession period or making additional payment as deemed appropriate.
- 🌐 In case of all projects implemented through EPC contracts, the removal of all black spots may be taken up even with necessary extra provisions through budgets, and these may be implemented making some 4-5 packages across the country.
- 🌐 All high speed multi-lane highways must be provided with continuous service roads along the developed sections along the alignment, as well as pedestrian and vehicular crossing facilities should be provided uniformly without any compromise.
- 🌐 The design standards adopted in the country are to be relooked and modified wherever necessary to meet the requirements of forgiving roads.

**(b) The Motor Vehicle Act and associated Motor Vehicle Rules are to be modified and updated for achieving higher levels of safety requirements.**

- 🌐 The driver licensing regime is to be made extremely strict with licenses to be given only after rigorous training through recognized driving schools (provision of Section 12 in M. V. Act can be leveraged) and stringent tests.
- 🌐 All driving licenses should have a record for history of all offences and there should be a segmented system for suspension and cancellation of license, based on the number of offences. These provisions to be applied uniformly across the country (i.e. by all States and UTs).
- 🌐 Periodic inspection and maintenance certification of all motor vehicles for safety compliance is to be built into the M. V. Act.
- 🌐 In-vehicle safety devices should be provided in every vehicle, for safety of occupants. For example, seatbelt and helmet rules are to be made mandatory for all States and UTs. Especially the commercial vehicles should be equipped with such devices, as in the larger proportion of highway accidents commercial vehicles are involved.
- 🌐 Overloading law to be made more stringent so as to unload the extra load with full responsibility of overloader.
- 🌐 The Road Traffic Act (RTA) is to be enacted to define the responsibility of all road users (including non-motorised traffic of all kinds) in using the road including hierarchy of the rights.
- 🌐 Fines and offences have to be increased to a deterrent level, in particular for drunken driving, driving without in-vehicle safety devices, vehicles without road worthiness, violating pedestrian rights, impairing emergency vehicle movement and violating lane discipline, etc.

- ④ Uniform adoption of the standards for traffic control devices like road signs, road markings, traffic signals and other control devices throughout the country uniformly in both urban and rural areas.

**(c) Driver and vehicle licensing systems to be revamped with national registers and stricter enforcements.**

- ④ More skills to be imparted in the driving population by creating an extensive network of driver training schools equipped with all necessary facilities like driving simulators, etc. For example, the network of Polytechnics (also known as Industrial Training Institutes, ITIs) with their existing set ups can easily create these schools, provided they are given requisite financial assistance.
- ④ Licensing of commercial vehicle and its driver must be done with much more rigorous compliance to testing as well as after undergoing a very thorough training and fitness requirements for vehicle and driver respectively.
- ④ All motor vehicles shall comply with Inspection and Maintenance (I&M) norms by periodic check on vehicle safety and compliance to required safety standards. There should be compulsory yearly certification of commercial vehicles for compliance of safety requirements.
- ④ All advanced in-vehicle safety devices (which are in use already in developed world) are to be made mandatory for all types of vehicles manufactured in India.
- ④ All in-service vehicles are to be fitted with in-vehicle safety devices, and during I&M checks to be done annually, all aspects of safety must be verified and controlled strictly.

**(d) The Institutional Setup needs to be provided for implementation of road safety matters uniformly across the country through an enactment.**

- ④ The Road Safety Board should be created at Centre and States as the lead agency to deliver road safety uniformly with targeted results and project wise delivery focus.
- ④ Road Safety and Traffic Management Cell should be created in each ULB and in each District Head Quarters equipped with trained man-power. Due to absence of such capacity, traffic engineering is not being practiced at all, which is evident in every existing facility.

**(e) Capacity building in handling of road safety problems is to be developed in various fronts.**

- ④ Road safety is to be included in the curriculum of Civil Engineering in all engineering and technological institutions for creating the human resource required for tackling the problem in various institutions.
- ④ At least ten (10) Centres of Road Safety Research is to be developed across the country for developing indigenous research results on road safety.
- ④ Medical education curriculum should include trauma care and trauma management as part of degree and postgraduate programmes.
- ④ Traffic Police is required to be trained for scientific traffic management and enforcement prior to their posting in traffic and refresher courses to be organized for all Police personnel involved in management and enforcement for traffic.

- 🌐 Government may consider instituting an award funded from Central Road Fund for encouraging the Concessionaires (in case of BOT / DBFO) or Road Agency (in case of budget funded) for building and operating forgiving roads with the highest standards of safety. This award will be given based on road safety measures adopted and the outcome in terms of reduction in accidents and fatalities as per internationally recognized measures.

**(f) As the public awareness on road safety is extremely poor, the Government and all stakeholders are required to engage in a massive campaign for road safety awareness.**

- 🌐 All school education board should include road safety aspects into their school curriculum at different levels. This will build culture of road safety in future generation.
- 🌐 Government has already launched a National Campaign for 'Reduction of Road Fatalities', which is to be realised by a massive nationwide campaign of road safety through television, print media, and all other modes.
- 🌐 Government may give directives to all Cinema Hall and Multiplex Owners across the country to mandatorily show a film of 2 to 3 minutes duration connected with Road Safety before the start of the actual film. It is understood that the Film Division has its own archives of such short films, and IRF (International Road Federation) will provide more such films developed recently.
- 🌐 Supreme Court guidelines to the member of public to help road accident victim for reaching hospital within golden hour without any involvement in the legal case should be given required publicity. Similarly, Supreme Court guidelines to the hospitals for providing medical help immediately without waiting for the legal process, also should be given wide publicity.
- 🌐 The information on pedestrian rights, rules of the road including meaning of the road signs and markings, etc is to be disseminated widely for the knowledge of the masses.
- 🌐 The districts achieving the best results in reduction of road fatalities are to be recognized in each State and awarded at national level for promoting the cause of road safety.

**(g) Advanced technology to be adopted for realizing safety in tackling road safety problems**

- 🌐 Stricter drive for enforcement against drunken driving by adoption of in-vehicle technology as well as enforcement system
- 🌐 All expressways under development and those in operation are to be fully equipped with advanced safety devices (like sensors, etc) incorporated in the expressway design itself, and traffic surveillance and operation be done through ITS systems only.
- 🌐 Intelligent Transport System applications to be utilized for traffic enforcements and traffic management to enhance safety for all road users.
- 🌐 Accident data recording system is to be completely revamped taking advantage of IT developments. GPS based data collection and accident data management system is to be launched for nationwide adoption uniformly, which can be done very quickly. Concessionaire and O&M Contractor can be assigned this task immediately.

- All fatal accidents must be analysed by expert team (including accident reconstruction analysis) to correctly assess the fault in relation to road, vehicle and road user for taking necessary corrective measures.

(h) Government has to create facilities and environment of hope across the country by facilitating road safety initiatives from all stakeholders.

- Claims of all road accident victims must be settled in a expeditious and time bound manner. The initiatives of the Insurance Company to provide legal assistance to victims and for out-of-court settlement need to be encouraged.
- Trauma care system is required to be established as an extensive network across the whole country with appropriate facility for trauma care and trauma management.
- Computerised inspection centres are to be established (similar to the one in Burari, Delhi) as a network across the country in a time-bound manner for implementing the I&M regime.
- All expenses incurred by Corporates under CSR or Philanthropist Individuals for the cause of Road Safety may be granted exemption of Income Tax on the amount invested, as the donors are doing charity work. However, these CSR based safety infrastructure developments shall be as per the plans of the local governments.
- The Government is required to urgently take the following initiatives:
  - All advanced in-vehicle safety devices (which are in use already in developed world) are to be made mandatory for all types of vehicles manufactured in India.
  - Directives may be send to the manufacturers of the bicycles to compulsorily make the cycle frame and rear mudguard in luminous orange colour to serve as reflectors.
  - Directives may also be sent to manufacturers of all motorcycles, scooters and mopeds to compulsorily paint the rear mudguard in reflectorized orange colour to serve as reflectors even when tail light is non-functional. Further, all motorized two-wheelers may be made to have the head-light connected to the ignition to have it always in on condition, when in use, for extra visibility.
  - Duty free import is to be allowed for the driving simulators to be installed in the network of driving schools to be established across the country.
  - Duty free import of Intelligent Transport System equipments, and other in-vehicle safety systems, which are still not available indigenously, may be allowed.

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