

Recommendations of IRF Conference held on 15 and 16 Jan 2015

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 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 license for driving heavy vehicle. The HMV drivers should also be imparted training in 1st Aid Trauma Care, which should be a pre-requisite 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:-
 - i). Dedicated telephone numbers for immediate information in respect of a road accident e.g. 1033; 1044; and 1055;
 - ii). 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; and (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.
