



International Road Federation  
**6<sup>th</sup> IRF Regional Conference**

**Road Safety Strategy in India – Action Plan**  
**3<sup>rd</sup> – 5<sup>th</sup> October 2011**  
**Pragati Maidan, New Delhi**

## RECOMMENDATIONS

The Conference on Road Safety Strategy in India – Action Plan was held at Pragati Maidan during 3-5 October 2011 and was attended by about 400 delegates. The concurrent Exhibition and Trade Fair called Intertraffic@India was held in the same venue and it showcased the traffic technology through more than 120 stalls with high- tech and latest innovative products and services demonstrations. There was a footfall of about 10,000 visitors to the Intertraffic@India Exhibition.

The Conference was Inaugurated by Honourable Member of the Planning Commission, Mr. B. K. Chaturvedi, at Vigyan Bhavan on 3<sup>rd</sup> October 2011. In his inaugural address the Chief Guest had suggested four all encompassing recommendations which have been deliberated in detail during various sessions of the Conference. His suggestions were as follows:

1. New legislations are required, which are lacking, and required to be enacted to realize road safety in true sense on Indian roads.
2. Educational programmes to be taken up in the form of both school curriculum for children for developing safety culture, as well as a massive public education programme to change the road user behavior across the nation.
3. All measures are to be taken to upgrade the standards of the infrastructure both existing and those being planned and implemented to make them forgiving.
4. Road safety is to be attempted through adoption of appropriate technologies like ITS and other technological innovations for traffic management, which will contribute to safety.

The theme of the Conference was selected with an aim to formulate the strategy and action plan for India, which will be able to assist the Government for drawing up the Action Plan for the UN Decade of Action for Road Safety 2011-2020. Thus, all the sub-themes selected were on the 5 pillars of Road Safety as have been suggested by the Decade of Action. The highly committed delegates have extensively deliberated on the sub-themes based on the high quality presentations made by the Experts. The theme-wise following recommendations were derived from the Conference proceedings.

### **I - Building Road Safety Management Capacity**

- (i) Government's initiative to form the National Road Safety & Traffic Management Board is to be speeded up for creation of the National and State Level Boards to implement road safety effectively and uniformly across the country.
- (ii) Sustainable funding arrangement is to be made for road safety by contribution from both Government as well as private sector (i.e. corporate world). A Road Safety Fund (RSF) is to be created for effective delivery of projects take up on road safety.
- (iii) Technical capacity is to be enhanced in Road Authorities (both in number and skills) across the country to effectively deal with planning, design and implementation of road project with specific built-in objectives of road safety.
- (iv) All highway and traffic engineers are to be trained to develop safety mindedness and be equipped (trained to be skilled) to tackle various road safety problems. Requisite number of training institutes must be set up for this purpose, and existing Institutions like CRRRI, NITHE and CTM are to be also utilized.
- (v) Road Traffic Act (RTA) is to be enacted to define the responsibilities of all road users on road without discrimination; this is likely to make the road users to behave more responsibly. This will also change the vehicle insurance regulations making it more rational as in western world.
- (vi) Management of road safety involves total coordination of multiple stakeholder organizations, all of whom must be part of the safety objectives targeted (all must clearly and uniformly know what is required).

## **II - Upgrading Safety in Road Infrastructure**

- (i) Mandatory checks and audits in the form of Road Safety Audit (RSA) should be enforced at all stages of planning, design and implementation of road projects. The recommendations of RSA must be mandatorily complied, irrespective of cost implications.
- (ii) Update the existing standards and guidelines based on research and learning from the past experiences in a time-bound manner. All contradictions in these standards and guidelines should be eliminated.
- (iii) All designs must be forgiving and as per the best know-how and research results available from within the country as well as around the world. All the requirements of different types of vulnerable road users must be provided as per the prevailing standards without any compromise.
- (iv) There must be accountability for the Road Authorities / Agencies / Consultants involved in the design of the road and its associated infrastructures; and they must be made responsible for the risks left unattended in the design.
- (v) A well planned and designed road with evaluation of alternatives, is always more economical in cost and implementation time. Therefore, adequate and logical time shall be allotted for planning and design works to avoid all types of deficiencies in the detailing.
- (vi) In the PPP/DBFOT projects, accountability of the Concessionaire for road safety can be built into the Concession Agreement (CA) by indicating a measurable/quantified penalty for each accident taking place on the project highway; there has to be zero tolerance to achieve safety in real sense.
- (vii) All PPP projects must be given star rating every year based on the safety performance of the project road. Further, Concessionaire with better performance record should be given extra points in his subsequent bidding for projects based on star ratings.

## **III - Enhancement of Safety in Vehicles**

- (i) All vehicles must be uniformly equipped with all in-vehicle safety devices regardless of their costs. This must be enforced through a policy of the Government.

- (ii) The inspection and maintenance regime should be established (for ensuring road worthiness of each vehicle) by an enactment along with fully equipped testing centres (which may be privatized also). All the provisions of M.V. Act regarding the compliance to the safety standards (in all features of a vehicle) must be enforced completely without any relaxation for any type of vehicle.
- (iii) Non-motorised Vehicle Act is to be promulgated for controlling the fitness or road worthiness of these vehicles along with their usability in urban and non-urban roads.

#### **IV - Improvement in Road User Behaviour**

- (i) The enforcement efforts assisted with appropriate technology (like speed camera, red-light camera, etc.) must be adopted for indiscriminate enforcement, to curb violations. This will automatically change the behavior, when they will find that the chances of being caught is the maximum, and therefore, violations will be avoided.
- (ii) All enforcement efforts should be effected by use of latest technologies, and it must be associated with vigorous awareness campaign and publicity about the enforcement in all forms of media.
- (iii) The education is to be carried out at different levels. Structured school curriculum to be adopted uniformly across the country to inculcate road safety culture in the children who are the future generations. In addition, intensive public education and awareness campaign should be done on continuous basis especially for speed limits, impaired driving, helmet, seat-belt and child restraint. These campaigns are to be taken up as social marketing, and often referred as viral campaign.
- (iv) Automated / technology based traffic management, even if it is stringent, has more acceptance from public, and it is going to make the road users more rational in their use of road. It will have better chance to change the road user behavior.

#### **V – Emergency Services for improving Road Safety**

- (i) Awareness of the Supreme Court directives, that any accident victim who is taken to the hospital will be attended by the hospital authorities, no hospital can refuse to treat an accident victim, and the police will not question the person who brings the accident victim to hospital, are to be publicized through all types of media.
- (ii) Emergency vehicles must have preferred right of way on road by strict enforcement, and with exclusive access to hospitals' emergency care as well as trauma centres. In special cases, helicopter services may also be used for saving lives.
- (iii) An extensive network of trauma care centres and hospitals with facility of trauma care must be established along all 70,000+ kms of National Highway and the State Highway network, which will create a 15-20 km grid for accessing hospitals.
- (iv) For delivering the emergency care services most effectively, there must be special courses in trauma care in medical colleges. All the driving license holders are to be trained for basic first-aid emergency care to help the accident victims.

To realize the ultimate objective of safer roads, this mammoth campaign is to reach to every Indian, and it is to be championed by someone from the highest level of political echelon, like Prime Minister or President of the country. The UN Decade of Action aims for safety in all categories of road, and therefore, the target should be to 'Build Safer Roads, Not More Roads'. Based on these recommendations, the next step will be to prepare a Detailed Action Plan, which shall be the onus of the various Government Departments & Ministries to pursue and deliver during the Decade of Action. The Road Safety Action Plan is to be formulated under following steps,

- Identify measurable indicators under each of the 5 pillars along with the actions to be implemented
- Create baseline data (as-is basis) for each of the 5 pillars
- Set targets for next 10 years (with some intermediate target also)
- Monitor the outcomes of the action plan at every 2-3 years