

Road Safety Webinar Series

20 October 2021

Enforcement Laws and Policies

National Road Safety Plan

International Road Federation (IRF) – India Chapter

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National Road Safety Plan

under Micro Mission on Infrastructure (MM:04)
National Police Mission, BPR&D, New Delhi



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पुलिस अनुसंधान एवं विकास ब्यूरो, गृह मंत्रालय

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Contents

- Absence of Enforcement on NHs
- Enforcement Proposal
- National Road Safety Plan
- Potential Benefits of NRSP
- NRSP and Global Plan 2021-30
are symbiotic



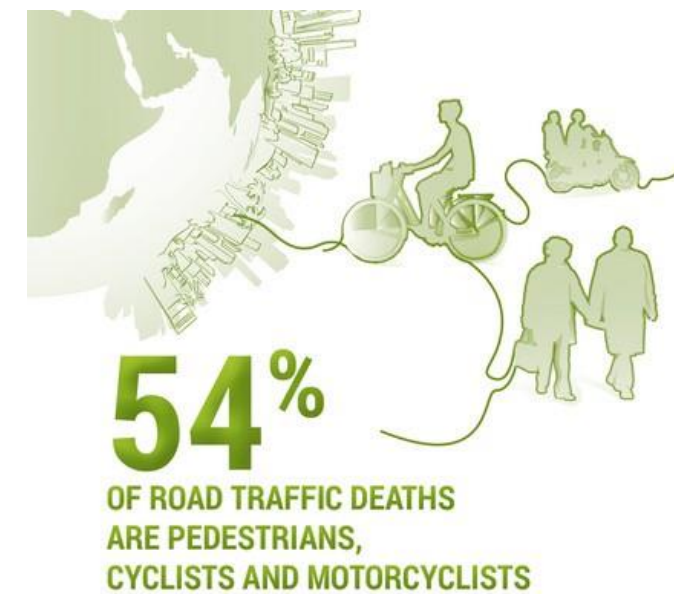
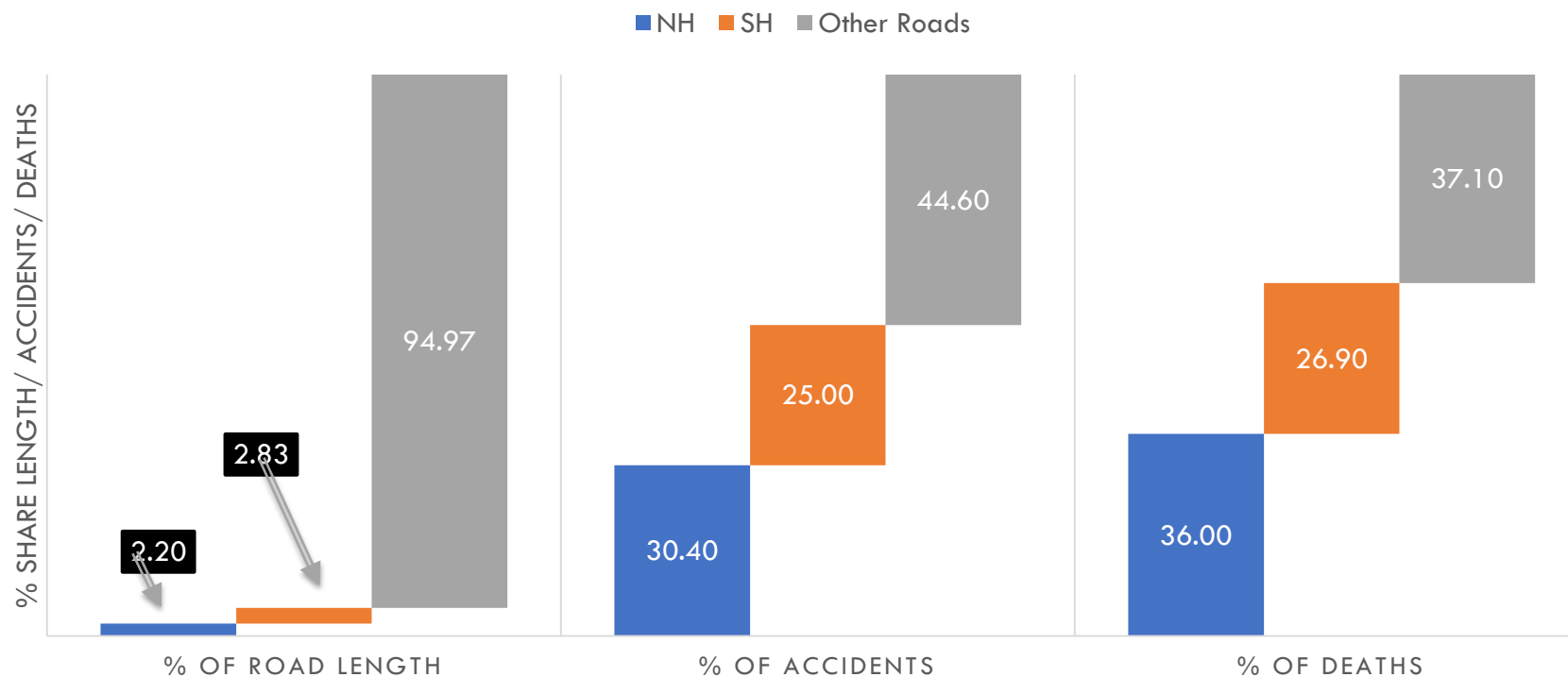
Road Safety in India

- 130,000 + fatalities every year.
- Worried, Govt brought in MV Act 2019 with huge penal amounts.
- While fear of law and deterrence is essential, Hawk eye of the Enforcement is much more essential.
- Not only **Do it** but also **appear** to be Doing it.
- 1) Zero Tolerance and 2) certainty of punishment
are the essential principles
- Contact less enforcement and Evidence based Enforcement are the immediate needs.

Road Categories & Accidents - India

National highways : **2.2%** of the total road network, **30.4%** of the total road accidents and **36.0%** of deaths (2017).

ROAD CATEGORIES & ACCIDENTS - 2017 DATA



Data Source: Road Accidents in India-2017, MoRTH Publication



#RoadSafety



Global status report on road safety 2018

Enforcement Scenario on National and State Highways

- **Round the clock road safety enforcement** is lacking.
- The State enforcement agencies - **traffic law enforcement - urban areas.**
- Evidence based enforcement is near absent.
- Importance to Road Safety is not visible. No deterrence.

Zero Tolerance approach.

Recommendation: need for multiple enforcement agencies using technology

Enforcement Proposal

- Goal : to reduce the number of accidents on the national highways, by setting up dedicated agencies that has;
 - **Zero Tolerance on an offence or violation under the MV Act**
 - **Ensures certainty of punishment**
- Errant vehicles need not be stopped on the high-speed highways for enforcement. : use of technology.
- To achieve effective enforcement operations:
 - **contact less** and
 - **IT enabled/ Technology driven enforcement.**
 - **multiple agencies** from both the central and state on the highways **to enforce the MV Act.**

National Road Safety Plan

Author

T Krishna Prasad IPS

Dedicated

Enforcement Agency for National and State Highways

- The national highways are carrying more than **40% of the traffic**.
- In order to achieve the objective; which is to bring in a positive culture and evolution of **SAFE DRIVER BEHAVIOR** on the Indian roads;
 - ✓ A comprehensive
 - ✓ extensive
 - ✓ uniform
 - ✓ continuous
 - ✓ omnipresent
- So that, within a period of **5 years**, fatalities due to accidents on national highways are **reduced by at least 50%**.
- This is **achievable only by**, in addition to State enforcing agencies, **ONE**
 - dedicated
 - committed
 - pan-India
 - pan-NHs across all States/UTs

Enforcement approach has to be adopted on the national highways.

Enforcement agency is on the job with suitable Standard Operating Procedures and Legal Provisions

HQ @ New Delhi

NH RSP Advisory Committee
Project Management and
Implementation Unit (PMIU)

22 – Regional Offices

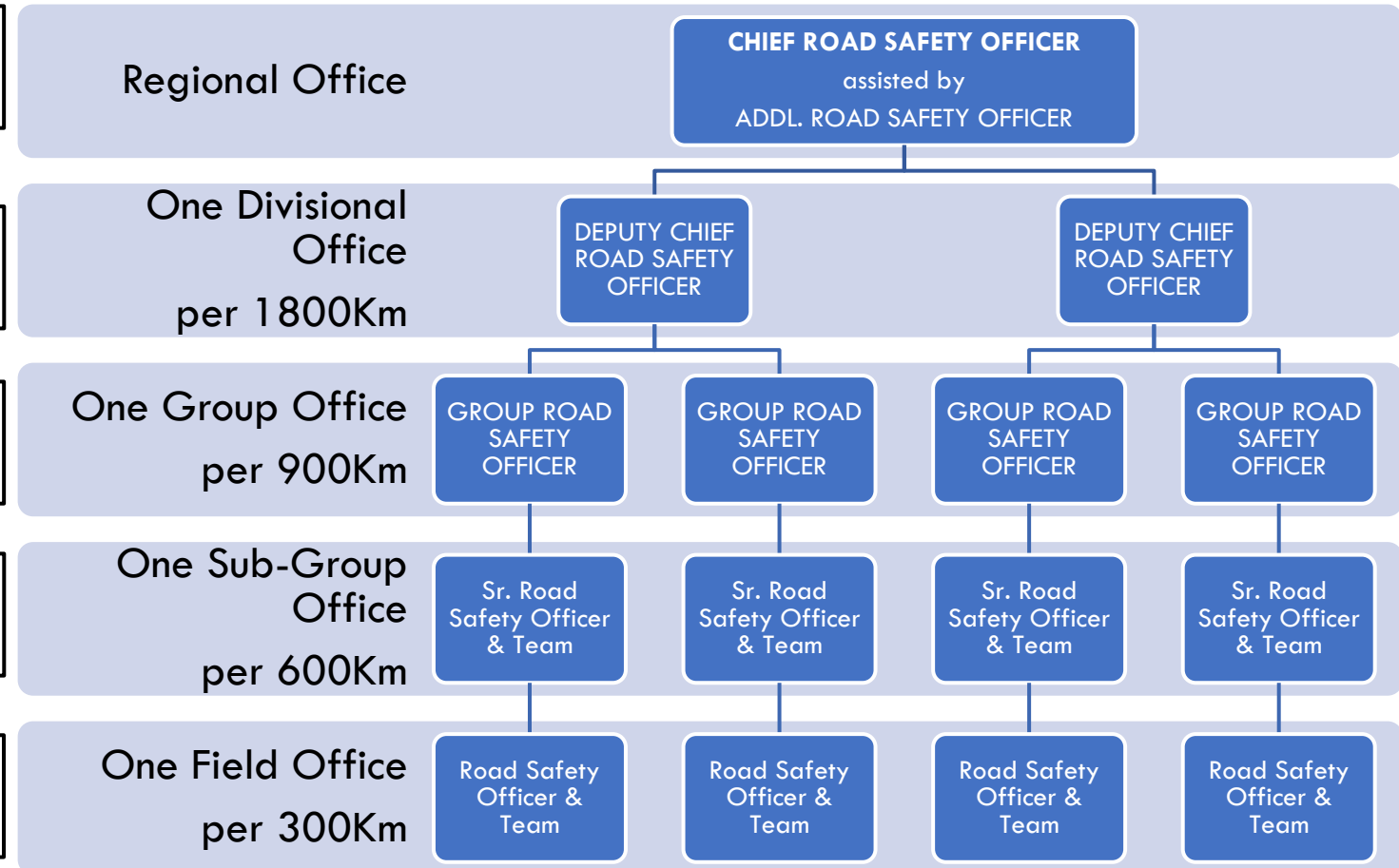
84 – Divisional Offices

160 – Group Offices

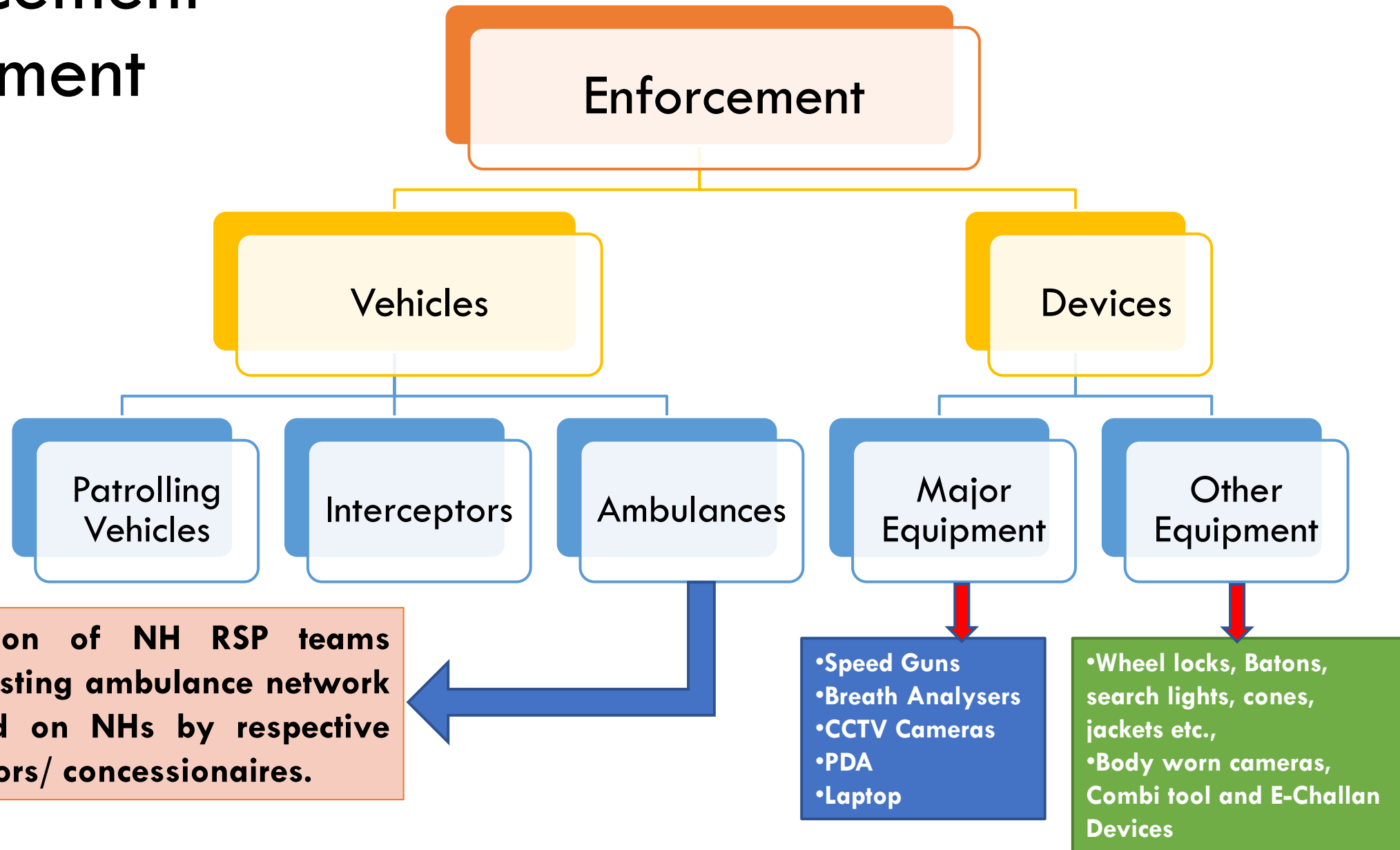
237 – Sub-Group Offices

651 – Field Offices

Structure of each RO



Enforcement Equipment



Suggestive Budget

S. No.		Description	Amount in Crores
1.	Cap-Ex.	Office Establishment, Vehicles & Equipment	802.40
2.		ITS Component	2,504.88
3.	Op-Ex.	NH RSP Manpower	550.95
4.		NH RSP Office Admn. + Vehicle + Misc	1,017.22
5.		Control Room Manpower – ITS	228.13
6.		AMC – ITS Component	150.00
7.		Radio Communication System with AMC	30.00
8.		Public Outreach, Awareness Programs	30.00

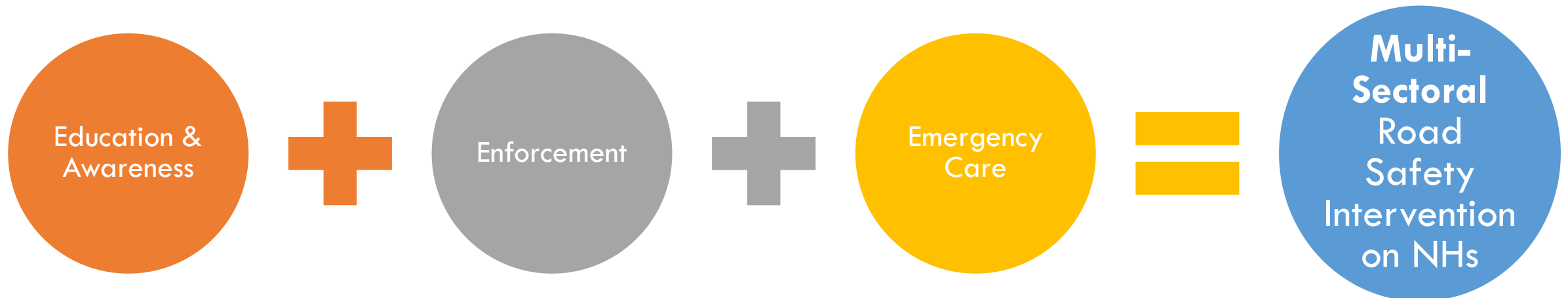
Capital Cost	3308 Cr.
Recurring Cost (per annum)	2007 Cr.

1. For the Ministry of Road Transport and Highways, Gol the Budgeted Expenditure is Rs. 83,016 Crores (financial year 2019-20)
2. The estimated Cap-Ex for NH RSP is about 4% and annual Op-Ex is about 2.4% of the budgeted expenditure under the Ministry.

Potential Benefits of NRSP

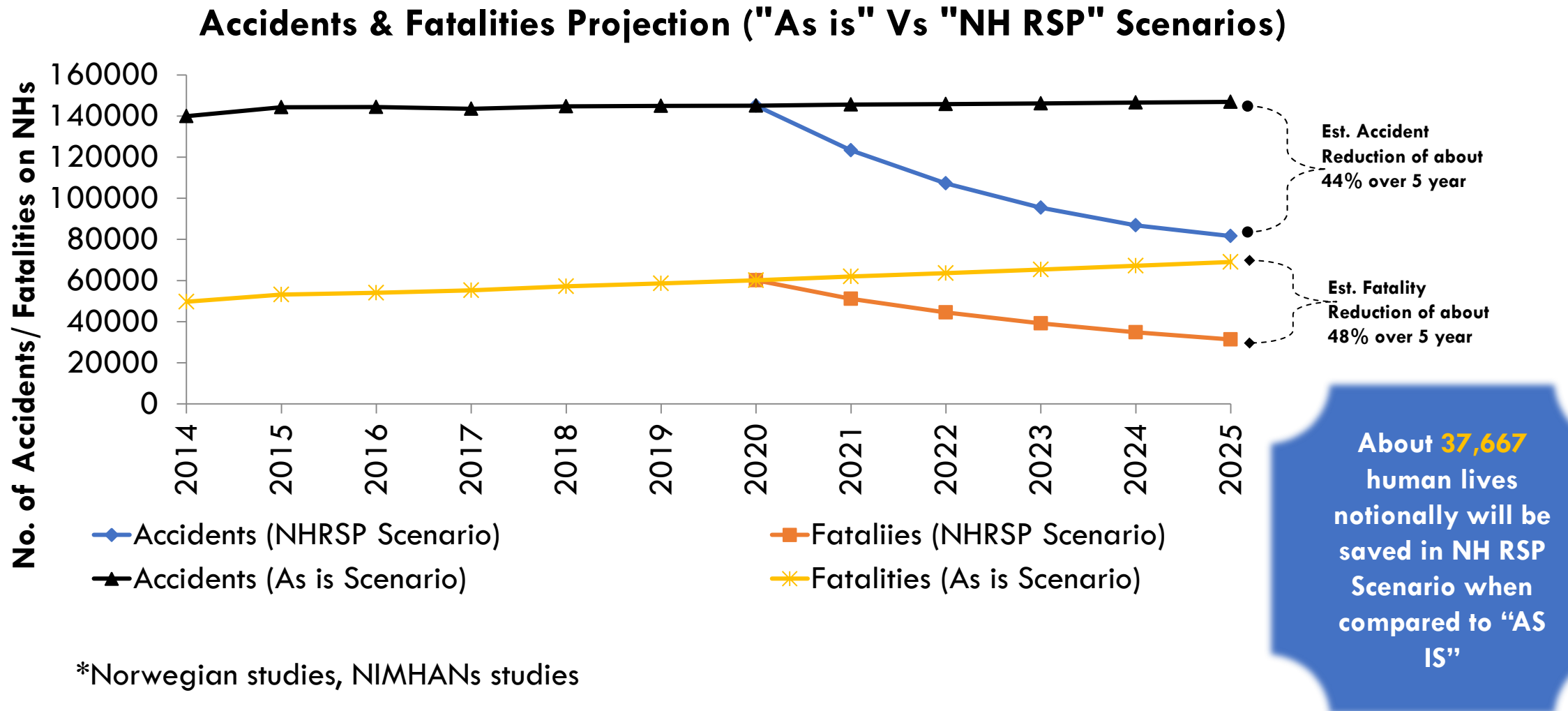
Benefits of NH RSP

- Trained NH RSP officers render **multi-sectoral** (Enforcement, Paramedic and Education) services on the National Highways with the help of requisite equipment as first responders.
- Inclusion of a skilled **paramedic** in the field team.
- Assiduous NH RSP personnel will also impart **road safety education** and awareness to the road users



Accidents & Fatalities Projection (NHs only)

("As is" Vs "NH RSP" Scenarios)

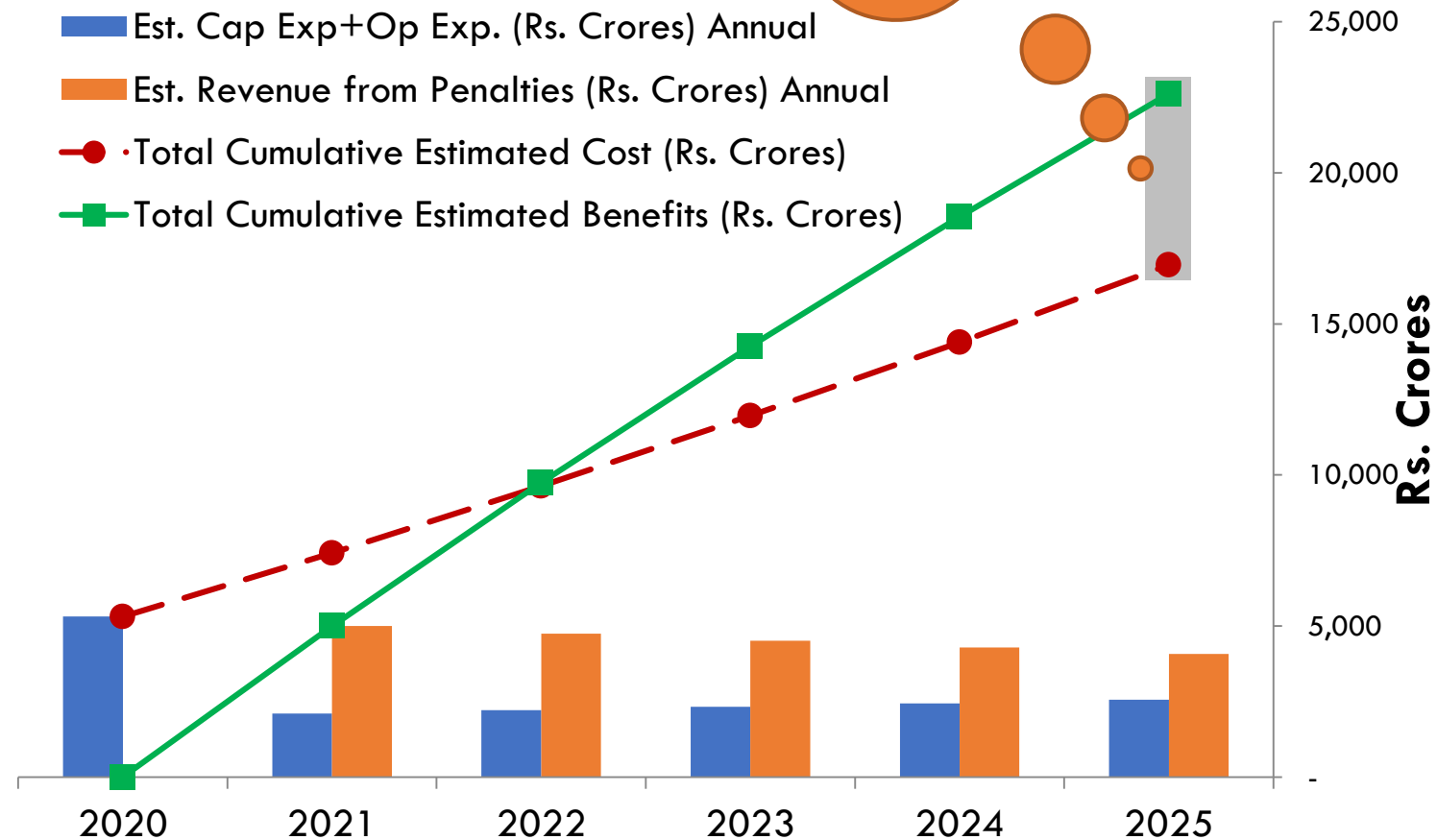


Costs vs Benefits: Analysis - 1

(Investment vs Est. Revenue from Penalties)

Benefits – Costs
= Rs. 5,000 Cr.

Description	Figures in Rs. Crores
Total cumulative capital and operational expenditure incurred up to 5 years	About 17,000
Total cumulative estimated revenue from penalties (benefits) at the end of 5 th year	About 22,622
Benefit – Cost	More than 5,000



Economic Benefit Comprehension: Analysis – 2

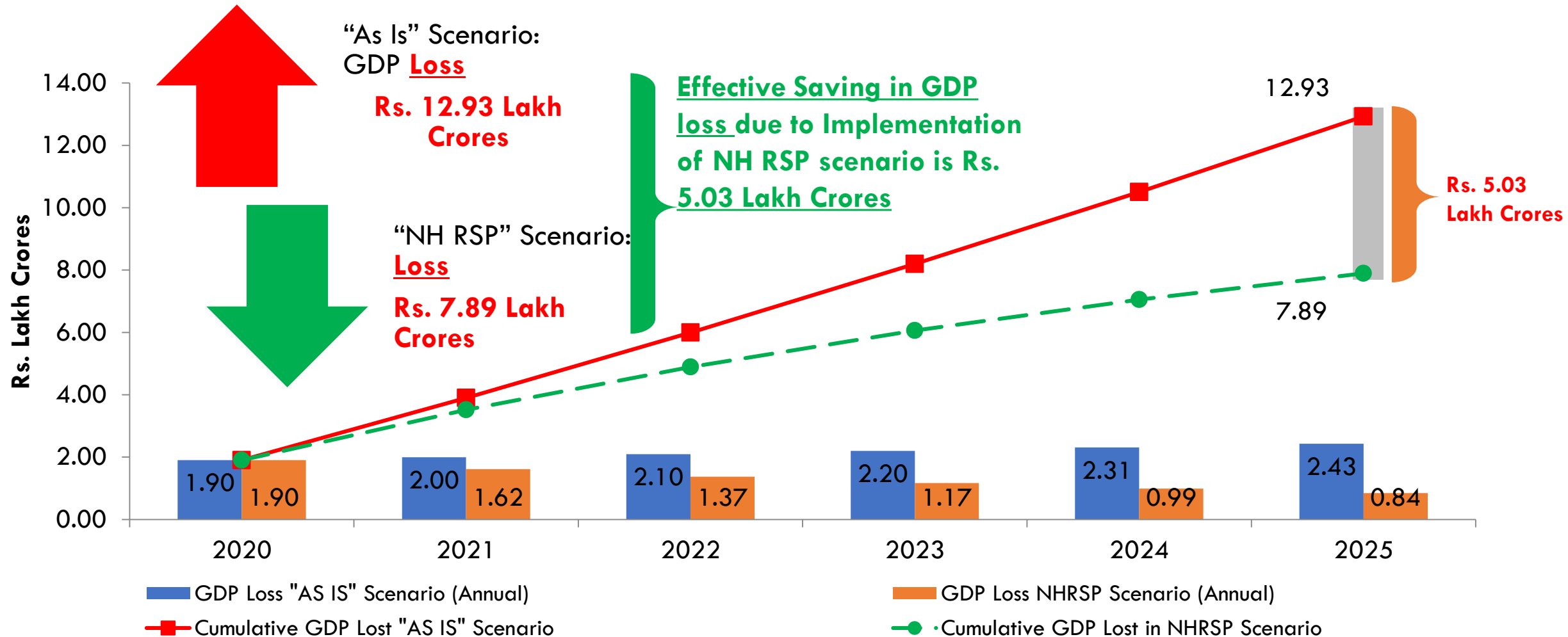
(GDP Loss)

Type of Road	Share of Accidents	Share of Fatalities	GDP Loss	Loss in terms of Cost
National Highways	1/3	1/3	1%	Rs. 1,901 billion (Rs. 1,90,102 Crores / \$ 27 billions).
State Highway and Major District Road's	2/3	2/3	2%	Rs. 3,802 billion (Rs. 3,80,202 Crores / \$ 54 billions).

- Road accidents cause about **3% loss** to the nation's **GDP**.
- About **1/3rd** of accidents and **fatalities** happen on the **national highways**.
- Therefore, it can be stated that accidents and fatalities on NHs alone cause about **1% loss** to the nation's **GDP**, which is about **Rs. 1,901** billion (Rs. **1,90,102 Crores**/ \$ 27 billions).

Economic Benefit Comprehension: Analysis – 2

(GDP Loss)



- More than one enforcement agency should perform road safety duties on the highways.

Type of Road	National Highway Road Safety Police	State Highways Road Safety Police	Station House Officer
National Highway	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
State Highway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Major District Roads/ Other Roads	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- They will be empowered and equipped to perform “**EEE**” duties – Enforcement, Emergency Response and Education.

NRSP:

- 1) Dedicated **NH RSP** and **SH RSP**
- 2) **Convergence** of NH RSP + SH RSP + **SHOs**
- 3) (Center + State) **Collaboration**

NRSP and Global Plan 2021-30 Symbiotic



Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.



Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.



Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.



Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.



Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.



Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.



Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.



Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.



Target 11: By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.

Thank You

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