

Talking Points – What Works and What Does Not For Road Safety in the Developing World

- I. During the entire duration of Decade of Action for Road Safety 2010-2020 – the world worked in isolation on various Es. Notable efforts include :
 - a) Identification of Grey and Black Spots and take necessary corrective measures - Govt. of India and Developed Countries spent considerable amount of resources.
 - b) iRAP Rating of Roads as 5 Star, 4 Star, 3 Star and so on.
 - What does the iRAP Rating exercise include – covers only the Engineering Aspect.
 - Other Es such as Education which include sensitizing the public was not part of this exercise.
 - Neither the Enforcement which include enforcement aspects such as traffic management, mandatory compliances, etc.
 - Nor was the Emergency Care to cater to accident victims during the Golden hour for saving lives and disabilities of accident victims.
 - c) Considerable resources were spent on Rating of Roads without commensurate results. This should not be

construed as criticism of this worthy effort, however, it was again an activity which covered just one E of Road Safety.

- d) Similarly in India, many organisations worked on providing relief to accident victims within the golden hour. Indian Head Injury Foundation works in the area of trauma care by providing support and rehabilitation to accident victims.
- e) In the area of Education, many NGOs undertook awareness campaigns.
- f) WHO sponsored many Programmes on Trauma Care Training, etc.

2. However, all these efforts focused on just one aspect at a time and worked on it in isolation. As a result they did not deliver the envisaged target of 50% reduction in road accidents and fatalities by end of 2020.

3. At IRF, we believe that unless and until we work on all the 5Es undertaken at the same time in an integrated manner, we will continue to work for decades and not reach the target. To validate this conviction, IRF-IC has launched its Road Safety Action Plan 2021 and Beyond which covers :

- Webinar Series during the year with 12 webinars
- 5E Validation Programme in 7 States

4. Explained about the 5E Validation programmes currently being undertaken in 7 States of Karnataka, Kerala, Madhya Pradesh, Maharashtra, Rajasthan, Tamil Nadu and Uttar Pradesh, selected based on their road safety performance in 2019. Salient Points are as under :

- Identified worst affected road stretch of 100-150 Km in each of the State above.
- Hon. Minister Shri Nitin Gadkari ji had written to the Hon. Chief Ministers of the States to facilitate identification of the worst affected road stretch and support to IRF-IC to undertake the 5E interventions by appointing a nodal officer.
- The 5E interventions are currently underway in the States of Karnataka, Kerala, Madhya Pradesh, Maharashtra and Rajasthan. The programme would commence in the States of Tamil Nadu and Uttar Pradesh shortly.
- The 5E interventions include the following :

Engineering of Roads	Engineering of Vehicles & Policy Intervention	Education	Enforcement	Emergency Care
<ul style="list-style-type: none"> • Road Safety Audit • Design correction & BOQ • Submission to Authorities for Bids • Follow up to get the correction done 	<ul style="list-style-type: none"> • Policy Interventions (FUPD, SUPD, RUPD, Retro-reflective tapes etc.) • Advocacy for Mandatory Safety features in 2 wheelers/4 wheelers • Provision of other safety features such as Alcolock to reduce drunken driving 	<ul style="list-style-type: none"> • Enumerate Schools falling in the 2 Km buffer zone on either side of the road through the entire stretch. • Training of School children on road safety • Introduction of road safety education in schools/education institutions • Mass awareness to road safety issues through road 	<ul style="list-style-type: none"> • Map Police Stations falling in the 2 Km buffer zone on either side of the road through the entire stretch. • Training of Police Personnel on traffic management in association with IRTE • Training on Accident data collection • Knowledge on Good Samaritan Law 	<ul style="list-style-type: none"> • Map medical/hospital facilities falling in the 5 Km buffer zone on either side of the road, through the road stretch. • Training of Bystanders / Commercial drivers on first aid trauma care • Knowledge on Good Samaritan Law • Identify 10 to 15 medical facilities on either side of road stretches : Study for gaps in infrastructure

		safety anthem and road safety films in all Indian languages		and skilled capacities with the help of AIIMS Trauma Care Medical resources <ul style="list-style-type: none">• Plan to upgrade the medical facilities to L1 / L2 Trauma Centers
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