

RECOMMENDATIONS OF ALL INDIA STATES GOVERNMENTS' MEET

India International Centre, 10th April 2015

Ministry of Road Transport & Highways (MoRT&H) and International Road Federation (IRF) organised the First All India State Governments' Meet on 10th April 2015 for a Review of the Status of Road Safety Initiatives at the State level to achieve the objectives of Decades of Action Plan, i.e. to reduce the road accidents and fatalities by 50% by the end of 2020. This was to determine the details of assistance required by them from the Central Government and the IRF. 24 States had participated in the Meet and shared their initiatives, which provided an opportunity for one State to learn from the experience of another. The Secretary, Ministry of Road Transport & Highways and the Joint Secretary deliberated in the meet giving the policies and programmes of the Government which can help the State Governments. The Chairman, IRF detailed the initiatives taken by the IRF, India Chapter in various aspects of road safety and assured assistance to State Governments. The major recommendations of the Meet are given here.

1. Road Safety Fund (RSF) is to be established in each State, and a uniform system of accrual of funds in the RSF may be established across all States.
2. All black spots of the main road network in the States be corrected by fixing targets for each year through scientifically designed countermeasures. A uniform protocol for black spots for all States will be circulated by the MoRT&H. Monitoring and evaluation are also to be taken up for the black spot locations after improvements. All black spots to be removed by 31st March, 2018.
3. Implementation of Road Safety Action plans of the States need serious coordination among the Stakeholder/Government organizations. For this a Nodal Agency with a Nodal Officer be notified, which will be the Lead Agency for Coordination in close collaboration with IRF and MoRT&H. There shall be time bound targets for various road safety actions, which will result in reduction of accidents and fatalities.
4. A comprehensive review of all the Codes/Standards/Specifications from the point of view of Road Safety to be completed in a time bound manner, preferably within 2 years.
5. All major roads in the States (NH and SH) should be minimum 3 Star rated. For this, systematic assessment and improvement may be taken up, and all new roads should be minimum 4 star rated by design.
6. The various Road Safety Committees/Councils/Authorities in the States at different levels need to be constituted/re-constituted with induction of road safety professionals in addition to the government officials.

7. The Driver Training and Driver Testing System in States needs complete revamping. Approved training centres equipped with proper curriculum, trainer and equipment only be permitted to provide driver training. The curriculum should include driving in hilly areas. The HMV drivers' training shall include one-day trauma care course also. Testing of the drivers be also done by road safety professional/trainer to test the drivers in automatic driving track, where human decision making is eliminated as far as possible.
8. National Highway Policy without any traffic calming measures need to be reviewed when the highway passes through developed villages/towns. Suitable grade separators are to be implemented or appropriate traffic calming measures to be adopted with restricted speed of 40 kmph for the village stretch for protection of VRUs.
9. Censor Board of India may consider not allowing any action on road use by motorcycle and cars shown in cinema if it violates any traffic rules. Rather it can promote compliance to road rules by showing the cinema personalities using helmet/seatbelt etc.
10. The design and specification of the helmet needs to be modified for the climate in the country, as it has been done in Vietnam. Appropriate design of helmet for woman and children should also be standardized.
11. Road accident data collection is not being done logically in most States; and those who have adopted some system, also do not have completeness of the data as well, as there is no analysis done for identifying the causes. A robust system be adopted across all States.
12. States to establish Trauma Care Centres along the National and State Highways, so that a patient can reach the centre within the Golden Hour. Besides a selected teams of doctors and nurses to be trained in advanced trauma care system.
13. Each State should adopt road safety in the school curriculum, so as to ingrain the road safety culture in the minds of children. Also Road Safety Clubs be created in schools, like NSS, NCC, etc.
14. Police deployed for traffic duties are to be trained for basic traffic engineering and traffic management for the delivering the job effectively and efficiently.
15. All safety provisions of roads in terms of signs, markings, crash barrier, delineation, etc should be fully implemented utilising 10% of the project fund earmarked for safety features.
16. The Central Ministry may compile a team of road safety experts, which can be uploaded to the Ministry's website, and the States can seek advice from Peers for various matters of Road Safety.

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