

**IRF Third Regional Conference  
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# **Institutional Set Up for Enhancing Road Safety**

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# Road Safety

- An issue of critical concern
- Multi-sectoral and multi-dimensional
- Requires multiple interventions
- Safety with mobility
- PM Office directed attention being focused on this

# **Committee on Road Safety and Traffic Management**

- **An expert committee under the Chair of Mr. S. Sundar by the Government of India**
- **Members drawn from academia, state governments, central government, medical profession, road engineers , automobile industry , NGOs etc.**

## **Mandate to Committee**

- **Assess magnitude**
- **Study international examples of organisation**
- **Propose institutional set-up for India**
- **Suggest amendments in Traffic Laws**
- **Suggest financing mechanisms**
- **Suggest rescue/relief, trauma care measures**

# Approach Adopted

- **Committee noted that several studies carried out in India**
- **Preparation and presentation of issue papers on each aspect by individual members of Committee**
- **Hear views of other eminent experts**
- **Review of International Road Safety Practices**
- **Extensive deliberations on current practices and problems**
- **Identify possible forward path for each discipline/area impacting on road safety**

# India – Situation Assessment

- Lack of commitment and policy
- Diffused institutional responsibility; institutional indifference so to say
- Inadequate funding
- Weak enforcement of existing rules
- Low levels of driving discipline
- Poor post-crash emergency care
- Road safety not a priority on the agenda of key ministries and public sector agencies
- Lack of credible data on road accidents and causal analysis
- Lack of expertise

## **Lessons from Other Countries**

- **Political commitment at the highest level**
- **Road Safety Policy at national level**
- **Dedicated funds**
- **Legal framework**
- **Inter-departmental coordination - a key element**
- **A separate government agency having power and budget to plan and implement road safety programs (e.g. NHTSA, SNRA) - successful examples**

# **Committee's Recommendations- Policy**

- **Political commitment at the national and state level to reduce accidents and fatalities**
- **Adoption of a National Road Safety Policy**
- **Look at both safety and mobility**
- **Traffic management integral to road safety**



# **Committee's Recommendations - Legal**

**A comprehensive “National Road Safety and Traffic Management Act” to :**

- address road safety issues in respect of the National Highways and Mechanically Propelled Vehicles and set guidelines on road safety on other roads**
- encompass the provisions related to road safety contained in other relevant Acts**
- establish a National Road Safety and Traffic Management Board and enable setting up of Road Safety Boards in the States**

# **Committee's Recommendations – Institutional**

- **A National Road Safety and Traffic Management Board:**
  - **Autonomy**
  - **Funds**
  - **Expertise**
- **State Road Safety and Traffic Management Boards in all the states**

# Functions of the Board

- **Crash investigations, data and analysis**
- **Road engineering**
- **Vehicle design**
- **Knowledge creation**
- **User behavior**
- **Traffic management**
- **Post accident medical care**
- **Capacity building and skill enhancement**

# **Crash Investigations, Data Collection and Analysis**

- **Establish procedures for data collection, transmission, analyses at various levels**
- **Maintain a comprehensive database**
- **Establish procedures and centres for Multi-disciplinary crash investigations**

# Road Engineering and Construction

- **Set/approve road safety standards**
- **Conduct/commission road safety audits at all stages**
- **Conduct/commission black spot treatment**
- **Recommend traffic calming measures**

# Vehicle Safety Design

- **Set safety standards**
- **Conduct/commission vehicle safety audits**

# **Knowledge Production, Research and Institutional Linkages**

- **Identify areas and subjects for research**
- **Commission research projects**
- **Create linkages between institutions at local, regional and national level, also at international level**

# **Road User Behavior Strategies, Public Awareness and Education**

- **Promote education and awareness campaigns amongst all user groups**
- **Recognize NGOs working in the area**



# Traffic Management and Enforcement

- Encourage state governments to:
  - implement traffic laws (helmet use, seat-belt use, drunken driving, speed limits, overloading, etc.)
  - computerize details regarding vehicle and driver licensing
- Regulate drivers' working hours
- Set guidelines for driver training and testing
- Prescribe safety standards and infrastructure for non-motorized transport

# Post-Accident Medical Care

- **Set guidelines to create a grid of:**
  - **trauma care centres in the country**
  - **medical and paramedical facilities for dealing with highway injuries**
- **Emphasize pre-hospital and post-trauma care and rehabilitation**

# Capacity Building & Training

- **Set guidelines for building capacity and skills in the traffic police, hospitals, highway authorities, NGOs and other organizations concerned with road safety**
- **Support infrastructure strengthening of training institutions/agencies/academia**

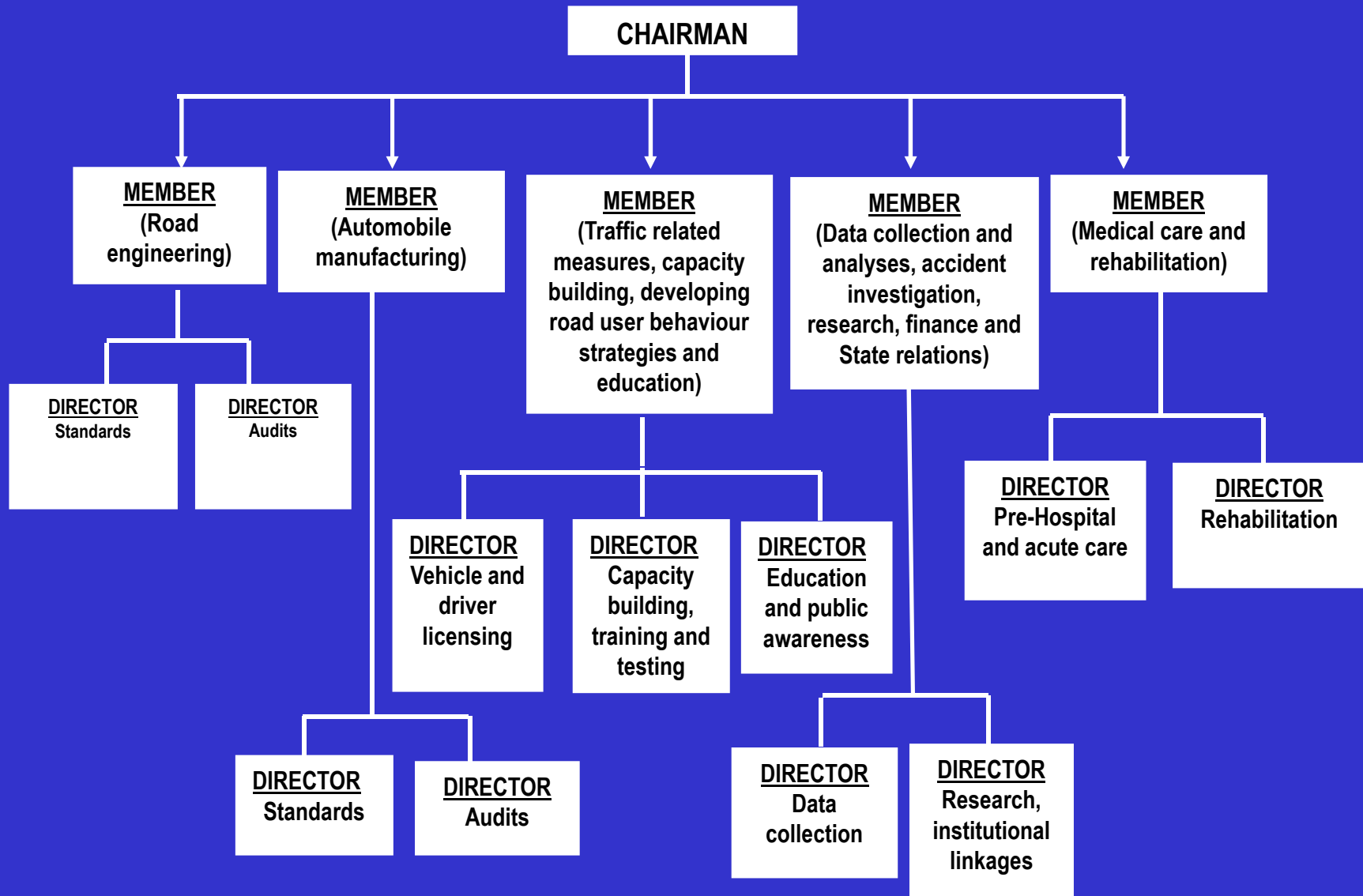
## **Other Functions**

- **Administer the Dedicated Road Safety Fund**
- **Enter into agreements with state governments, monitor compliance**
- **Recommend policies to government**
- **Liaise with other agencies-education, health, etc.**
- **Register and recommend grants to NGO's**
- **Liaise with international agencies and other countries**

# Constitution of the Board

- **Chairperson**
- **3 to 5 members with functional responsibility and relevant expertise**
- **Chairperson to have the rank of a secretary to government and members of an additional secretary to government**
- **Transparent selection process by a broad-based selection committee**
- **Fixed tenure and a prescribed procedure for removal**

# National Road Safety Board (Proposed)



# **National Road Safety Fund**

- **A minimum of 1% of the revenue from the cess on diesel and gasoline allocated for national highways and rail and road over bridges to be credited to the Safety Fund**
- **Fund to be utilised to defray the expenses of the Board in the discharge of its functions**
- **At least 50% of the receipts to be allocated to accident prone urban areas and states**
- **Allocation to the states conditional upon their entering into agreements with the centre and fulfilling their commitments**

# **Powers of the Boards**

- **To prescribe standards through regulations and monitor adherence to standards**
- **To levy penalties for violation of regulations**



# **Road Safety and Traffic Management Boards in the States**

- **Enabling provision in the Act for states to adopt the Act and set up Road Safety and Traffic Management Boards**
- **State Boards to consist of a chairperson and two other members selected through a transparent selection process**
- **Functions of the State Boards include specifying standards for roads other than national highways and vehicles other than mechanically propelled vehicles; State Boards also to assist the National Board in the discharge of its functions**

## **State Road Safety Fund**

- **A minimum of 1% of the share of the cess on diesel and gasoline received by the states to be credited into the state road safety fund**
- **Fund to be used for the discharge of the functions of the Board**

## **Other Recommendations**

- **Decriminalisation of road accidents**
- **The establishment of an earmarked fund to provide immediate assistance to the needy road accident victims**
- **Dedicated Highway Police**

# What Engineering Fraternity Can Do and Should Do

- Update engineering standards regularly to improve safety
- Plan, design, build and maintain roads with safety as an important and essential ingredient
- Special focus on safety of workers and road users in construction zones
- Encourage road agencies and BOT Concessionaires to:
  - undertake road safety audits
  - identify and implement safety engineering measures

# **What Engineering Fraternity Can Do and Should Do**

- **Ensure traffic calming measures on highway stretches passing through settlements and towns**
- **Support and assist in research in analysis of factors contributing to accidents and injury**
- **Adopt culture of 'Towards More Safe Roads' in practice**

**Let us all contribute our bit to this Cause**

**Thank you**