

Training Project of Sri B. C. Tripathy. E E-II, PMU on workshop on Road Safety Training Courses in RS 10 Countries Capacity Building for Lead Road Safety Agencies in India organized by the World Bank in new Delhi on 11-12 February 2013.

I attended the above workshop as per Government approval vide letter no.0763150001/2013/882/W dt 24.01.13. The objective, attendance agenda, key points are summarized below.

Objective the workshop :

Lead Agencies can take different institutional forms, but they share the common goal of proposing aspirational targets, developing regional or national road safety strategies, coordinating efforts by all sectors of Government- including those of health, transport, education and the police- and managing the process of Governmental review of road safety performance.

Because Lead Agencies play a pre-eminent role in the institutional management of road safety, they must be adequately funded and publicly accountable for their performance. They must also actively engage and collaborate with all groups in society that can contribute to improved safety outcomes. Their effectiveness is considerably enhanced by strong and sustained political support for the initiatives they promote. Without these foundations in place, all other road safety institutional functions and related interventions lack cohesion and direction, and the effectiveness of safety initiatives can be undermined.

Attendance and resource persons :

Representatives state Government of Karnataka, TN, Kerala, Gujarat, Rajasthan, HP,AP, Odisha attended the workshop. The keynote address was delivered by Mr. Sanjiv Sudhar, Mr. Sanjay Bhattacharya, JS, MoRTH, and Mr. Michael Haney, OA (W.B.). Resource persons included Mr.Dipen Bose, GRSF, Mr. Eric Howard, RS cons(WB), Prof. Dinesh Mohan IIT, Delhi, Prof Rohit Bahuja President IRTE, Mr. Vishnu Sankar Prasad, Sevy Gen, IRC. Presentations on good practices in accident data collection were made by MoRTH RS cell and Project Director RSP-II. Panel discussion on lead agency experiences were moderated by Mr. Eric Howard. Ms Jessica Mathew, DD, UK Govt Deptt for Transport shared the functioning of UK Lead Agency via online presentation from U.K. .

The soft copy of presentation is enclosed for reference.

Key Points:

- (1) Fatalities due to road accidents is increasing @5.8% year and the annual loss is appx ` 10000 cr in India.
- (2) Need for strong dedicated and multi disciplinary (RS); in spite of strict enforcement and punishment in Iraq, Libya and Philippines accidents rate remains high.
- (3) Need for updating standards in RS.

- (4) Design changes behavior of road users; pedestrians and bicycle users should be given choice before forcing them to behave.
- (5) Urgent need to establish Lead Agencies in the states like Odisha; (Ref : country guidelines of World Bank,2004) ; agency shall be have responsibility and **allount** ability .
- (6) Kerala has established a Road Safety Authority, first of its kind in the but it lacks adequate dedicated functioned staff.
- (7) Tamil Nadu has developed an effective and real time Road Accidents Data Management System ; PD expressed TN Government's willingness to share the expertise / s/w in with other states ; the system points out there in spite of road improvement, safety has not been improved .
- (8) National policy on RS is displayed on MoRTH website ; Vahan and Sarathi soft ware's are applicable for traffic data management.
- (9) Road advertisements should have simple and direct messages for impact.
- (10) In NHs (2% of roads in India allounting for 64% of accidents), occur in pedestrians and motor bikes ; focus on their safety is required.
- (11) Commercial Vehicles park on the pavement because of poor condition/lack of maintenance of shoulder **canring** accidents ; no reflectors.
- (12) More lanes do not necessarily ensure safety ; 1364 violations were recorded in 25 seconds on a real time video in one. 8-L road of Delhi.
- (13) Interdepartmental co-ordination (MV license by Transport Deptt, Traffic violation by police Deptt. and parking facility by municipality) can be effected by state head Agency.
- (14) Over and above the need for updating MV Act'88 to is imperative to have motor Traffic Act and Regulation for non-motor able traffic in India.
- (15) Traffic fines should not be treated as revenue as its deterrence effect wanes.
- (16) Vehicle at 30 km in cause 20% death and at 50 km in 80% death which imply strict display and enforcement of speed limits at specified zones of all roads.
- (17) Urgent need to develop and maintain parallel roads for slow moving vehicles like bicycles, carts etc as these slow moving vehicles use 30-40% of 4L road; this is also economically a bad investment on 4L.
- (18) Right time intervention (RTI) is a strategic way forward.
- (19) Road agencies must interact with police, municipalities and Transport Deptt. at design and implementation stage for ensuring RS.
- (20) Road safety Audit should be built in PWD code along with capacity building in RS.

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