



SUPREME COURT COMMITTEE ON ROAD SAFETY

Chairman : Justice K.S. Radharishnan
Members : S. Sundar
Dr. Nishi Mittal

Secretary : S.D. Banga
Tel. No. : +91-11-23060597
Email : roadsafetysc@gmail.com

Immediate
No. 29/CoRS/2014 (Vol.4)
Dated: 20th December, 2018

To

Shri Utpal Kumar Singh,
Chief Secretary,
Govt. of Uttarakhand,
Dehradun.
Email : cs-uttaranchal@nic.in

Subject : Meeting held on 12th November, 2018 by the Supreme Court Committee on Road Safety with the Chief Secretary, Government of Uttarakhand, on the implementation of the Committee's directions to promote road safety measures.

Sir,

The Supreme Court Committee on Road Safety convened a meeting on 12th November, 2018 with the Chief Secretary, Government of Uttarakhand, on the implementation of the Committee's directions to promote road safety measures.

2. The Committee said that while a number of meetings have been held with Government of Uttarakhand to reduce road related morbidity and mortality, the number of fatalities increased, over the previous years, by 7.7% in 2014, 8.8% in 2015, 9.1% in 2016 and 10.5% in January – September, 2018 period except in 2017 (which witnessed a modest decrease of 2.1%). The Committee was deeply disappointed that the State had not made serious efforts to reduce road accidents and fatalities. The Committee, therefore, found it necessary to meet the Chief Secretary in order to emphasize at the highest level the need to make an all out and coordinated effort by all concerned Departments and other stakeholders in the State to reduce road accidents and fatalities.

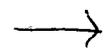


3. The Committee discussed several important issues which need to be addressed. The issues discussed and the observations of the Committee thereon are:

S.No.	Issues	Observations of the committee
(i)	Analysis of causes for high number of accidents and fatalities	The Committee asked the State to analyze, district wise, the causes for high number of accidents and fatalities. On the basis of such analysis, the State should identify all vulnerable locations and take specific preventive measures to reduce road accidents and fatalities at all vulnerable locations.
(ii)	Strategy for reducing road accidents and fatalities	The Committee was informed that as part of the strategy finalized by the State for reducing road accidents and fatalities, simulators in 12 Regional/Sub Regional Transport Offices for drivers test and IDTR at Dehradun have been set up. The strategy includes establishment of IDTR at Haldwani, six Automated Testing Lanes, 11 Automated Driving Test Tracks, implementation of Vahan 4.0 and Sarathi 4.0 in all districts by January, 2019 and implementation of e-challans through mobile phone or tablet in all enforcement squads and check posts. The Committee observed that analysis of accident and fatality data, identification of all vulnerable stretches of roads on the basis of the analysis and taking suitable engineering and enforcement measures on those identified road stretches for prevention of accidents and fatalities should be necessary part of the strategy.
(iii)	Installation of Safety Barriers at all required locations particularly on vulnerable hill top roads segments	The State representatives said that incidents such as buses and other transport vehicles carrying passengers often fall into deep gorges from roads on the hills resulting in large number of casualties from a single accident. Such accidents negate the efforts made by the State in reducing road accidents and fatalities and are a major reason for increase in fatalities. The Committee directed the State to install safety barriers wherever required particularly on vulnerable hill top roads segments. All safety barriers should be as per IRC specifications. Where the safety barriers have already been installed, the State should check and ensure that they are in accordance with IRC specifications. The State should also ensure that all safety barriers are maintained properly and re-installed within 2-3 day if they get broken for any reason.
(iv)	District Road Safety	The State representative said that all District Road Safety Committees (DRSCs) have been directed to meet regularly.



	Committees	The Committee noted that the DRSCs do not analyze road accident and fatality data of the district and directed that each DRSC should analyze the data of the district and identify vulnerable road segments and take specific measures to address the vulnerability issues.
(v)	State Road Safety Council	The Committee noted that the State Road Safety Council is not meeting regularly. It met only once in 2015 and 2017 and has met twice in 2016 and 2018. The Committee directed that the Council should meet at least twice every year to take stock of the road safety situation in the State and to take necessary remedial measures wherever required. Action taken reports on the minutes of the meeting of the Council should be placed before the Council in its next meeting.
(vi)	Lead Agency	The Committee noted that the Lead Agency in the State is not headed by a full time officer of the rank of Additional/Joint Commissioner (Transport) though it has full time officers from Transport, Education, PWD and Police. Full time staff having domain knowledge in Emergency Care has not been provided to the Lead Agency. The Committee pointed out to the Chief Secretary, Government of Uttarakhand, that the Hon'ble Supreme Court had ordered that the Lead Agency as detailed by the Committee in its letter dated 24 th November, 2016 should be set up by 31 st January, 2018. The Chief Secretary, Government of Uttarakhand, assured the Committee that action in this regard will be completed by 15 th January, 2019.
(vii)	Road Safety Fund	<p>i) The Chief Secretary (Uttarakhand) stated that Uttarakhand Road Safety Fund Rules, 2017 have been notified on 20.11.2017 and that the Fund is non-lapsable under Rule 13 (1) read with Rule 13 (2) of the said Rules and further that the budget allotted for the Fund is being kept in a PLA account. Out of Rs. 10.00 crore available in the fund till now, 01 vehicle, 40 alcometers and 04 interceptors at a cost of Rs. 1.00 crore have been purchased and acquisition of 03 interceptors, 04 recovery vans and 80 CCTVs at a cost of Rs. 1.75 crores are in process. The State representative also said that in addition to the above, regular budget provision for different Departments for road safety activities is also made.</p> <p>ii) The Committee desired that the State should accord priority to equipments and furniture required for strengthening enforcement.</p>



(viii)	Road Safety Action Plan	The Committee noted that the State has prepared the State Road Safety Action Plan and directed the State to begin implementation of the Action Plan immediately as directed by the Hon'ble Supreme Court.
(ix)	Protocol for identification and rectification of Black Spots	<p>The Committee was informed that the State Transport Department finalized a Protocol for Black Spots in respect of State roads on 30.08.2018. The Committee directed the State to follow the protocol every year in respect of State roads. The State should also monitor the rectified black spots to check the efficacy of the rectification action taken by the State and send the evaluation reports on the rectified black spots on State roads.</p> <p>The State Government said that about 25% of the 129 black spots identified by PWD, PWD(NH), NHAI and NHIDCL/BRO in the State have been rectified. For the rest the process is underway.</p>
(x)	Traffic Calming Measures	<p>The Committee noted that the State has taken traffic calming measures on 4185 Kms (approximately 34%) out of total 12278 Kms roads. The Committee desired that action on remaining stretch of roads should be undertaken in phased manner.</p> <p>The Committee directed the State to take steps for traffic calming such as:</p> <ol style="list-style-type: none"> 1. <ol style="list-style-type: none"> i) Adopt traffic calming measures on the lower hierarchy roads at locations where they merge with higher hierarchy roads. ii) Identify all other accident prone locations in the State and take suitable traffic calming measures on them. iii) Vulnerable junctions, curved & straight roads and narrow bridges should be prioritized and improvements should be undertaken in a phased manner; iv) Village gates should be installed; and v) Table top pedestrian crossings should be made at vulnerable locations. 2. The Committee also directed the State to carry out audit of roads and take traffic calming measures as recommended by audit.
(xi)	Training of highway engineers in road safety audit	The Committee noted that the State has drawn up a programme for training engineers in road safety and 60 (out of 1274) engineers were trained up to April, 2018. The Committee noted that the State intends to train 75 highway engineers in 2018, 500 in 2019 and 639 in 2020. The Committee observed that the number of engineers trained



		is low and that the programme drawn up by the State for training of all engineers should be implemented.
(xii)	Design Stage Audit of road projects of 5 kms or more	The Committee noted that design stage audit of new road projects of 5 kms or more has been made mandatory by the State. The Committee directed the State to ensure that all road owning agencies should ensure that the design stage audit is carried out and the recommendations of the Audit are implemented before commencement of construction.
(xiii)	Adequacy of man power and Road Safety Equipments for ensuring strict implementation of the Motor Vehicles Act	i) The State representatives apprised the Committee of the status of equipments and the traffic man power presently available with the State. The State Government agreed that the State has inadequate equipments and police personnel. ii) The Committee directed that the State should draw up an action plan, with yearly targets with regard to augmentation of both, the equipments and the traffic manpower, so as to reach the BPRD norms level in a phased manner.
(xiv)	Set up special patrol forces along the National Highways and State Highways	i) The State apprised the Committee about the steps being taken by it regarding setting up of patrol forces along the National Highways and State Highways. ii) The Committee noted that National Highways and State Highways together accounted for about 81% fatalities in 2017 (NHs-62% & SHs-19%) and directed that the State should set up special patrol forces along all the National Highways and State Highways in the State in a phased manner and take appropriate measures to prevent accidents and fatalities.
(xv)	Road Safety and engineering measures for reduction of Fatalities on National and State Highways	i) NHAI and State Government should provide pedestrian facilities like FOBs, underpasses, footpaths etc on NHs and SHs near inhabited areas. ii) NHAI and State Government should strictly deal with unauthorized median openings near abadi areas, dhabas etc and unauthorized parking to prevent accidents and fatalities at those locations. iii) The Committee noted that National Highways and State Highways together accounted for about 81% fatalities in 2017(NHs-62% & SHs-19%) and directed the NHAI and the State to identify and take suitable road safety and engineering measures required to be taken to reduce fatalities on the National Highways and State Highways respectively.



(xvi)	Establishment of Driver Training Institutes, Inspection and Certification Centers for conducting fitness of vehicles and Automated Driving Testing Tracks	The State Representatives explained the present status of Driver Training Institutes (DTI), Automated Driving Testing Tracks (ADTT) and Inspection and Certification Centers (ICC). The Committee observed that the State should draw up an action plan, with yearly targets to set up, in a phased manner, one DTI, ADTT and ICC in each district.
(xvii)	Emergency Medical Care	There are 10 level III trauma care centers in operation in 7 (out of 13) districts in the State. 4 trauma care centers are under construction in three districts and 1 trauma care center is proposed in one district. These districts do not presently have any Trauma Care Centers. The State has 274 ambulances (135 with the Health Department and 138 under 108). The Committee directed the State to take following action: i) Steps should be taken by the State to establish one Trauma Care Center in each district; ii) Intimate the measures being taken to implement the orders of Hon'ble Supreme Court in Pt. Parmanand Katara v. Union of India.
(xviii)	Universal Accident Helpline Number	Presently 100 and 108 numbers are working in the State. 135 ambulances working under the State Health Department are not connected with 108. These ambulances are deployed with district CHC/PHC etc and are used by medical staff to carry patients at higher centers. The Committee desired that the State should make arrangements to connect these 135 ambulances also to 108.
(xix)	Road accident and fatality data Collection	i) The Committee directed the State to take steps for recording data and reports through computerized data entry in the format prescribed by MoRTH and make the data public for the information of all stakeholders. ii) The Committee also directed that annual data in respect of the State should be published in a book form. Data relating to the year 2017 may be published and a copy thereof should be sent to the Committee.

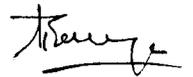


(xx)	Speed Governors	The State Government stated that retro-fitting of SLDs on old transport vehicles in the State is being undertaken. 09 dealers have been approved for the purpose. The Committee asked the State to send the quarterly reports by the stipulated date.
(xxi)	Enforcement of traffic laws	a) The Committee observed that the enforcement of traffic laws in the State is poor and directed that its direction dated 18 th August, 2015 and 17 th November, 2015 regarding suspension of driving licenses should be strictly complied with. b) The Committee also directed the State to send the quarterly reports regularly.
(xxii)	Lane Driving	The Committee noted that the State has directed RTOs and Police Officers to implement the Motor Vehicles (Driving) Regulations, 2017 dated 23 rd June, 2017 and directed the State to ensure that the Regulations are strictly implemented.

4. The Chief Secretary, Uttarakhand assured the Committee that the observations made/directions given will be fully implemented and that he would personally ensure that the necessary measures are taken to reduce road related morbidity and mortality.

5. The Committee stated that all the above directions should be complied with by the State and a comprehensive compliance report be forwarded to the Committee by 31st March, 2019.

Yours faithfully,



(S.D. Banga)

Secretary to the Committee

Copy for information and necessary action to:

1. The Principal Secretary (Transport)
Govt. of Uttarakhand,
Dehradun ,
Email: transportdeptuk@gmail.com
2. Joint Secretary (Transport),
Ministry of Road Transport & Highways,
New Delhi

—8—

3. **Director General (Road Safety)**
Ministry of Road Transport & Highways,
New Delhi
Email : bhashanand.singh@gov.in
4. **The Chairman,**
NHAI, New Delhi