



सत्यमेव जयते

SUPREME COURT COMMITTEE ON ROAD SAFETY

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

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Immediate
No. 29/CoRS/2014 (Vol.4)
Dated: 07th May, 2019

To

The Principal Secretary (Transport),
Govt. of Uttarakhand,
Dehradun.
Email: transportdeptuk@gmail.com

Sub: Government of Uttarakhand letter dated 30th March, 2019: Follow up action taken by the State on the decisions taken in the 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 - Regarding.

Sir,

Kindly refer to the Government of Uttarakhand letter dated 30th March, 2019, regarding compliance report relating to the directions of the Committee on Road Safety sought by the Committee vide its letter dated 20th December, 2018.

2. The measures taken by you have been examined by the Committee. The Committee has following observations:

S.No.	Issues	Observations of the committee
I.	Identify all vulnerable locations and take preventive measures to reduce fatalities on basis of the analysis of causes for high number of accidents and	Though fatalities decreased by 2.1% in 2017 and 8.5% in January – March, 2019 period, the Committee is disappointed that the number of fatalities had increased, over the previous years, by 7.7% in 2014, 8.8% in 2015, 9.1% in 2016 and 11.1% in January – December, 2018 period. In the meeting held on 12 th November, 2018, the Chief Secretary, Uttarakhand, had assured the Committee that he would personally ensure that the necessary measures are taken to reduce road related morbidity and mortality. (Paras 2 and 4 of Committee's letter dated 20 th December, 2018 may be referred to in this regard). The Committee desires that an all out and coordinated effort by all concerned Departments and other stakeholders in the State

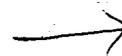


	fatalities	should be made to reduce road accidents and fatalities by minimum of 10% in the year 2019.
II	Strategy for reducing road accidents and fatalities	<p>a) The Committee desires that road safety audit of all the 1345 vulnerable locations identified by the State should be undertaken, if it has not already been done, and all road safety measures recommended by the Audit should be implemented.</p> <p>b) The Committee notes that the State has rectified 107 out of 1345 vulnerable spots identified by the State up to 2018. The Committee desires that the rectified spots should be monitored for checking the efficacy of the rectification measures taken. The State should fix timeline for rectification of the remaining 1238 vulnerable spots and intimate the same to the Committee. Lead Agency should review the progress of rectification and monitoring of rectified vulnerable spots from time to time.</p> <p>c) The Committee notes that fatalities often increase substantially due to some major accidents occurring in hilly areas e.g when a bus or other vehicle carrying passengers falls into a deep gorge. The Committee desires that the steps/action taken by the State to prevent such accidents should be intimated to the Committee.</p>
III	State Road Safety Council	Noted.
IV	Lead Agency	The Committee is unhappy to note that despite the assurance given by the Cabinet Secretary to the Committee, a full time officer of the rank of Additional/Joint Commissioner (Transport) has not yet been appointed as head of the Lead Agency and directs that Lead Agency as detailed by the Committee in its letter dated 24 th November, 2016 should be set up by 30 th June, 2018.
V	Road Safety Fund	Noted.
VI	Road Safety Action Plan	Noted. The Committee desires that the Lead Agency should monitor the implementation of the Action Plan by all Departments/stakeholders on quarterly basis.
VII	Protocol for identification and rectification of Black Spots	The Committee notes that the road owning agencies have rectified 34 out of 130 black spots identified by the State up to 2017. The Committee desires that the road owning agencies should monitor the rectified spots for checking the efficacy of the rectification measures taken. Timeline for rectification of the remaining 96 black spots should be fixed by the road owning agencies and intimate to the Lead Agency under intimation to the Committee.
VIII	Traffic Calming Measures	The Committee notes that traffic calming measures on 4705 Kms (approximately 38%) out of total 12278 Kms roads have been undertaken. The Committee directs that the concerned road



		owning agencies should fix a timeline for taking traffic calming measures on remaining stretches of roads and intimate the timeline to the Lead Agency under intimation to the Committee.
IX	Training of highway engineers in road safety audit	The Committee notes that only 62 (out of 1274) engineers were trained up to December, 2018. The Committee is unhappy to note that the State has reduced its target for training of highway engineers from 500 highway engineers in 2019 and to 120. The Committee reiterates that the number of trained engineers is low and that the State should suitably increase the target.
X	Design Stage Audit of new road projects of 5 kms or more	Noted.
XI	Road Safety and engineering measures for reduction of Fatalities on National and State Highways	<p>Noted. The reply furnished by the State Government is not satisfactory. The Committee desires that the State should take following action:</p> <ul style="list-style-type: none"> i) The State should identify locations where pedestrian facilities like FOBs, underpasses, footpaths etc are required to be provided on NHs, SHs and Other State Roads near inhabitations; list those locations along with the work required to be done; and provide these facilities in a phased manner in a fixed timeframe. Lead Agency should coordinate and monitor. ii) The State Government has not indicated what action has been taken to deal with unauthorized median openings near abadi areas, dhabas etc and unauthorized parking on NHs and SHs to prevent accidents and fatalities at those locations. The State Government is directed to indicate the action taken in the matter. iii) As National Highways and State Highways together accounted for about 81% fatalities in 2017 (NHs-62% & SHs-19%), the NHA and the State Government should identify vulnerable road segment on NHs and SHs; list the vulnerable road segments on NHs and SHs; and take the required road safety and engineering measures on those segments in a phased manner in a fixed timeframe. Lead Agency should coordinate and monitor.
XII	Establishment of Driver Training Institutes, Inspection and Certification Centers and Automated Driving Testing Tracks	<ul style="list-style-type: none"> A. A report on working of simulators set up in 12 Regional/Sub Regional Transport Offices for drivers test and IDTR established at Dehradun should be furnished. B. The Committee directs that the State should draw up an action plan, with yearly targets to set up following: <ul style="list-style-type: none"> i) Establishment of 11 Automated Driving Testing Tracks (ADTT) at Dehradun, Haldwani, Haridwar, Rishikesh, Udhamasinghnagar, Kashipur, Roorkey, Vikasnagar, Kotdwar, Almora and Tehri). ii) Establishment of 6 Inspection and Certification

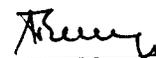
		Centers (at Dehradun, Haldwani, Haridwar, Rishikesh, Kotdwar and Almora). C. The Committee also reiterates that the State should draw up an action plan, with yearly targets to set up, in a phased manner, one Driver Training Institutes (DTI), Automated Driving Testing Track (ADTT) and Inspection and Certification Center (ICC) for conducting fitness of vehicles in each region/district.
XIII	Emergency Medical Care	<ul style="list-style-type: none"> i) The State should draw up an action plan to set up one trauma centre in districts which do not have a Trauma Care Centre. ii) In respect of existing Trauma Care Centre's, the State should conduct gap analysis in terms of infrastructure, manpower, equipments and organizational functions and prepare an action plan with regard to all components of an organized trauma care system with specific strategies and timelines for filling the critical gaps for its implementation. iii) The State should prepare an action plan for providing dynamic linkage between various health care facilities (across Levels III, II and I hospitals).
XIV	Universal Accident Helpline Number	Noted. The Committee notes that the State has not made arrangements to connect the 135 ambulances working under State Health Department to 108. The Committee desires that the State should make arrangements to connect these 135 ambulances (deployed with district CHC/PHC etc) also to 108.
XV	Speed Governors	<ul style="list-style-type: none"> a) The Committee directs the State to upload the Unique Identification numbers of the speed governors in the Vahan data base at the time of fitment of speed governors in the commercial vehicles. b) The Committee directs the State to take appropriate action under the law against the defaulting vehicles. c) The State should also continue to send the quarterly return on fitment of SLDs by due date(s). Action taken against the defaulting vehicles should also be intimated to the Committee along with the Quarterly Report.
XVI	Enforcement of traffic laws	<ul style="list-style-type: none"> a) The Committee notes that traffic violations detected in the State during October -December, 2018 quarter were very low i.e. only 21380 violations were detected in respect of six traffic violations e.g. 742 cases of red light jumping, 7006 of over speeding, 4652 of overloading in goods carriage, 643 of carrying persons in goods carriage, 5511 of using mobile phone while driving and 2826 of driving under the influence of drinks and/or drugs during the quarter out of which only about 42% cases were sent for suspension of driving licenses. The Committee desires that enforcement in the State should be immediately strengthened. b) The State should continue to send the quarterly reports in the prescribed proforma by the stipulated date(s).



XVII	Lane Driving	i) The Committee notes that the State has installed barriers and spring posts in various roads to define lane and that 10970 vehicles were challaned for violation of lane driving rules in 2018. ii) The Committee directs the State to intimate the number of cities where lane driving is being enforced.
XVIII	Third Party Insurance	a) The Committee directs that the State should continue to implement the Committee's direction in this regard and send the quarterly implementation reports in the prescribed proforma by due dates. b) The Committee directs the State to take appropriate action under the law against the defaulting vehicles.
XIX	Implementation of Vahan 4.0 and Sarathi 4.0	The present status of implementation of Vahan 4.0 and Sarathi 4.0 in all districts and implementation of e-challans through mobile phone or tablet should be intimated to the Committee.
XX	Place directions of the Committee and action taken report before the State Road Safety Council	The Lead Agency should place all the above directions issued by the Committee before the State Road Safety Council in its next meeting together with action taken report on the Committee's directions.

3. The Committee directs that all the above directions should be complied with by the State. The Lead Agency should coordinate with all concerned including NHAI and submit a comprehensive compliance report to the Committee by 15th July, 2019.

Yours faithfully,



(SD Banga)

Secretary to the Committee

Copy for information and necessary action to:

1. The Joint Secretary (Transport),
Ministry of Road Transport & Highways,
New Delhi
2. The Director General (Roads)
Ministry of Road Transport & Highways,
New Delhi
3. The Chairman,
NHAI,
New Delhi



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Copy for information and necessary action to:

1. **The Chief Secretary,
Govt. of Uttarakhand,
Dehradun
Email: cs-uttaranchal@nic.in**