



SUPREME COURT COMMITTEE ON ROAD SAFETY

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

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

No.31/CoRS/2014

Dated: 3rd August, 2016.

To

Shri S.S.Dhillon
Additional Chief Secretary,
Government of Haryana,
Transport & Civil Aviation Department,
Chandigarh.
Email: dhillonss@hry.nic.in

**Sub: Committee on Road Safety- Follow up action on Committees' directions
- Regarding.**

Sir,

Kindly refer to the letter No. 39295/AT-8/RSB dated 30th June, 2016 from the office of Transport Commissioner, Government of Haryana, furnishing the compliance report on the directions of the Committee on Road Safety sought by the Committee vide its letter dated 27th April, 2016.

2. The measures taken by you have been examined by the Committee in detail. The State should take action on the following observations by the stipulated dates:

Item No	Observation of the Committee
i.	Noted. The Action Taken Report on the minutes of the meeting of the Council held on 11.05.2016 may be sent to the Committee. The Committee again reiterates that the State should hold meetings of the Council at least twice a year; and send the minutes of the meetings of the Council and the Action Taken Reports thereon regularly to the Committee.

ii.	Noted. The Committee directs the State to set up the Road Safety Fund (and notify the Rules), by 30th September, 2016.
iii	Noted. A copy of the Office Order or Notification etc appointing or notifying the Lead Agency for Road Safety in the State may be sent to the Committee. The Committee also desires that staff, having the necessary domain knowledge and professional expertise to deal with the Road Safety matters, should be provided to the Lead Agency by 30th September, 2016. The relevant Office Order or Notification in this regard should be endorsed to the Committee. This may not be delayed any further now.
iv.	<p>The State was directed, vide Committees' letters dated 17.11.2015, 15.02.2016 and 27.04.2016 to provide, in its Road Safety Action Plan, year wise targets (for reduction of fatalities and road accidents) with their inter-se priorities, human and financial resources required to achieve the targets, the nodal agencies for each activity mentioned, and the strategy the State proposed to adopt to achieve those targets. The State has not complied with this direction while drafting the Road Safety Action Plan.</p> <p>The Committee, therefore, directs the State to revise its Road Safety Action Plan accordingly and to submit the revised Action Plan directly to MoRTH with a copy to the Committee by 30th September, 2016.</p>
v(a).	The Protocol is required to be a separate document and an Action Plan cannot be a substitute for Protocol for Black Spots. Unlike an action plan, the Protocol does not have to be year specific as it has to be followed or applied annually year after year. The Protocol should specify month of the year for initiation/completion of each step involved in different stages in the process of dealing with the black spots e.g. (i) identification of spots; (ii) joint visits to each spot by a team comprising of representatives of stake holders, viz, Engineering Wing, Police Department, Traffic Police, Road Safety Experts etc, as deemed fit by the State; (iii) Identification of rectification measures

	<p>required to be taken for each spot and making suggestions for rectification measures; (iv) Implementation of the counter measures suggested {at (iii) above}; and (v) monitoring of the treated sites based on number of fatalities and accidents etc after rectification/treatment of the identified sites {as at (iv) above}. All steps or activities involved in each of these stages should find a place in the Calendar of Black Spots. The Protocol should also allocate specific responsibilities to authorities designated therein with a view to ensure that the work relating to identification, rectification and monitoring of black spots is initiated and completed every year within a fixed time frame as per schedule prescribed therein.</p> <p>The Committee directs that the Lead Agency should prepare 'Protocol for Black Spots' in consultation and coordination with PWD, NHAI or MoRTH(PIU) or any other road owning/managing agency in the State for NHs, SHs and MDRs under their respective jurisdictions. The Protocol should conform to the above directions and those communicated earlier to the State vide para 2 (vi.a)) of Committees' letter dated 27th April, 2016. The Protocol should be, applicable to each road managing/owning agency in the State. A copy of the Protocol finalized by the Lead Agency should be sent to the Committee by 30th September, 2016.</p>
v(b).	<p>The State has not furnished satisfactory reply to sub para (ii of para 2.v (b&c) of Committees' letter dated 27.04.2016. The revised/consolidated data sent by the State in response to M/o Road Transport & Highways letter No. MR-17018/1/2015-TRW (Pt.) dated the 30th December, 2015 has been examined. The Committee has observed that the State intimated 833 cumulative fatalities on 56 black spots identified by it during the three year period from 2013 to 2015 in accordance with Ministry of Road Transport and Highways letter No.MR-17018/1/2015-TRW (Pt) dated 30TH December, 2015. The total number of fatalities in the State during this period was 13879 (4517 in 2013, 4483 in 2014 and 4879 in 2015) respectively. The 833 fatalities reported by the State during 2013-15 period</p>

	<p>therefore account for approximately 6% of the total fatalities leaving out 13046 fatalities (approximately 94% of) fatalities which occurred in 2013 – 2015. This leads to unlikely inference that there were/are no black spots on locations where the remaining 13,046 fatalities occurred during 2013-2015. The State is directed to clarify the position.</p> <p>The Lead Agency is directed to coordinate with all the concerned road owning/managing agencies, verify the data on ground; prepare a revised, jurisdiction wise list of Black Spots (in respect of black spots on NHs, SHs and MDRs under the respective jurisdictions of PWD, NHAI or MoRTH (PIU) or any other road owning/managing agency in the State), in accordance with the M/o Road Transport & Highways letter No. MR-17018/1/2015-TRW (Pt.) dated the 30th December, 2015 and send the same to the Committee.</p>
v.(c)	<ol style="list-style-type: none">1. The reply to sub para (ii) of para 2.v (b&c) of Committees' letter dated 27.04.2016 furnished by the State is evasive. It does not clarify as to how in a State having 18,325 fatalities in the four year period from 2012 to 2015, only 18 black spots accounting for only 234 fatalities were identified. The inference is that there were no black spots on locations where the remaining 18,091 fatalities occurred during 2012-2015. The State Government is directed to clarify the position.2. The data on black spots identified for the period 2012 – 2015 shows that fatalities have not come down even though rectification action on all black spots has been completed (except on three black spot locations pertaining to NHAI where it is still shown as pending). It means that the counter measures applied by the State at these locations are either inappropriate or the data on black spots itself is incorrect. The State is directed to reassess and verify the position and provide the correct status.

v.(d)	<p>The State has not submitted a status report giving a complete picture of the status of the Black Spots in the State as directed vide sub para (iii) of para 2.v (b&c) of Committees' letter dated 27.04.2016. The Committee directs that the Lead Agency should, in consultation and coordination with PWD, NHAI and MoRTH (PWD) or any other road owning/managing agency in the State, prepare separate, jurisdiction wise, status reports on Black Spots in respect of NHs, SHs and MDRs under their respective jurisdiction and send the same to the Committee.</p>
vi.	<p>A timeframe within which the State proposes to create the additional posts and recruit the staff there against may be indicated.</p>
vii.	<p>Noted. The Committee desires to know what other speed calming measures , apart from construction of speed breakers have been taken by the State. Further progres in taking speed calming measures on the roads merging in or diverging from the National and State Highways may also be intimated.</p>
viii.	<p>i). Noted. However the Committee directs that the State should ensure that the road safety audits are always conducted by a third party. The Committee also directs that the State should take following action:</p> <p>a). Ensure that the construction work of any road costing above rupee ten crores is commenced only after road safety audit is conducted, by a third party, at design stage and recommendations of the design stage auditor are implemented. Road Safety Audit should be conducted at construction and operational stages also.</p> <p>b). Prepare a separate calendar for PWD, NHAI or MoRTH (PIU) and any other road owning/managing agency in the State, in consultation with the concerned road owning/managing agency, for training of adequate number of highway engineers belonging to the concerned road owning/managing agency and ensure that</p>

	the engineers are trained in road safety and that their services are utilized as master trainers.
ix.	District wise reports on the compliance of the Committees' letters dated 18.08.2015 and 17.11.2015 should be regularly sent to the Committee by the stipulated date.
x	Noted.
xi	The information has not been provided. The State should provide specific action taken in accordance with Street Vendors (Protection of Livelihood & Regulation of Street Vending) Act 2014 for removal of illegal encroachments on pedestrian path should be sent to the Committee by 30 th September, 2016.
xii	Noted.
xiii	Noted. The State has not provided information about the upload of the data on a central server networked to all districts and directs the State to intimate the further progress in digitization of Driving License data and its upload on a networked central computer server.
xiv.	Noted. As directed earlier, the developments in the SLP (C) No. 8971 of 2014 should be intimated to the Committee from time to time.
xv.	Lead Agency should place all the above issues and the directions given by the Committee before State Road Safety Council in its next meeting.

3. You are requested to take action as advised above and forward a comprehensive compliance report to the Committee in respect of all the directions by 30th September, 2016.

Yours sincerely,



(S.D. Banga)

(S. D. BANGA)

Secretary

Committee on Road Safety
Room No. 249, Vigyan Bhawan Annexe,
New Delhi-110011

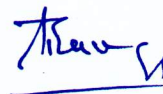
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Enclosure: Copy of M/o Road Transport & Highways letter No. MR-17018/1/2015-TRW (Pt.) dated the 30th December, 2015.

Copy for information and necessary action to:

1. The Chief Secretary, Government of Haryana, Chandigarh.
Email: cs@hry.nic.in
2. The Transport Commissioner,
Government of Haryana,
30 Bays Building, 2nd Floor, Sector 17-B,
Chandigarh-160017 (Email: stcharyana@hry.nic.in)



(S.D Banga)

(Secretary to the Committee)
(S. D. BANGA)

Secretary
Committee on Road Safety
Room No. 249, Vigyan Bhawan Annexe,
New Delhi-110011

MR-17018/1/2015-TRW(pt.)
Ministry of Road Transport & Highways
Transport Research Wing

Dy. 864(A) C&S/11

7 Jan 2016

Room No. 105, IDA Building,
Jam Nagar House, New Delhi.
Dated the 30th December, 2015.

To,

1. Director General of Police (All States/UTs)
2. ADGP (Traffic) (All States/UTs)

Subject: Request for implementation of Standard/ Uniform Definition and format for data collection on black spots - regarding.

Sir,

I am directed to inform that this Ministry has been making continuous efforts to bring about uniformity and consistency in the data collection methods and manner of analysis being used for road accident data across the country. In this regard, Ministry of Road Transport and Highways has developed a definition on road accident black spots on National Highways, State Highways and other roads along with a format for reporting of data by the States/ UTs to Transport Research Wing of the Ministry.

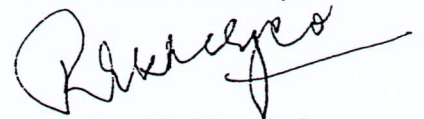
2. The road accident black spot is a stretch of National Highway or other category of roads (SH/MDR/other roads) of about 500m in length in which either 5 road accidents (in all three years put together involving fatalities/ grievous injuries) took place during the last 3 calendar years or 10 fatalities (in all three years put together) took place during the last 3 calendar years.

3. The data/ information on black spots (keeping in view the above definition of black spot) may be reported to Transport Research Wing of the Ministry of Road Transport and Highways by the States/U.Ts as per the prescribed format, enclosed (Appendix-I) by 31st March of the subsequent calendar year.

4. Accordingly, the States/ UTs are requested to start using the enclosed format for reporting road accident data on black spots on National Highways, State Highways and other roads to Transport Research Wing of the Ministry and send the data for the year 2015 by 31st March of the subsequent calendar, i.e. 31st March, 2016.

Encl: as above.

Yours faithfully,



(Ranjan Mukherjee)
Director(R/RT)

Tel No. 011-23389482

Email: r.mukherjee57@nic.in

cc circulated to chairman/ members

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Copy to:

1. PPS to Secretary (RT&H)
2. Secretary, Road Safety Committee, Vigyan Bhawan Annexe, New Delhi
3. PS to Chairman, National Highways Authority of India
4. PS to DG(Roads)
5. PS to Senior Adviser (TRW)
6. PS to Joint Secretary (Transport)
7. PS to Chief Engineer(Road Safety)

8/1
11/1/2016
Copy to
11/1/2016

BLACK SPOTS (LOCATIONS OF REPEATED ACCIDENTS) DATA REPORTING FORMAT

NAME OF THE STATE

FOR THE YEAR

[illegible]