



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
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Dated: 20th December, 2018

To

1. Shri D.S. Dhesi,
Chief Secretary,
Govt. of Haryana,
Chandigarh.
Email : cs@hry.nic.in
2. The Chairman,
NHAI,
New Delhi
3. Director General (Road Safety)
Ministry of Road Transport & Highways,
New Delhi

Subject : Meeting held on 14th November, 2018 by the Supreme Court Committee on Road Safety with the Chief Secretary, Government of Haryana, 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 14th November, 2018 with the Chief Secretary, Government of Haryana, on implementation of the Committee's directions to promote road safety measures.

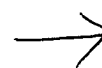
2. The Committee said that while a number of meetings have been held with Government of Haryana to reduce road related morbidity and mortality, the number of fatalities have increased, over the previous years, by 8.8% in 2015, 3% in 2016, 1.9% in 2017 and 1.5% in January – September, 2018 period. The 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

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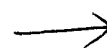
level the need to make an all out and coordinated effort by all concerned Departments and other stakeholders in the State to reduce road accidents and fatalities.

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 |
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| Haryana Police & PW(B&R), NHAI, HSAMB, ULB & HSVP | (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 State representatives explained the strategy the State proposes to follow in reducing the fatalities. The Committee observed that analysis of accident and fatality data and on the basis of the analysis, identification of all vulnerable stretches of roads and taking suitable engineering and enforcement measures on those identified road stretches for prevention of accidents and fatalities should also form the necessary part of the strategy to be adopted. |
| Lead Agency | (iii) | State Road Safety Council | The Committee noted that the State Road Safety Council has not met regularly. The Committee directed the State to intimate the number of meetings held, year wise, by the Council in 2017 and 2018. The Committee also 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. The minutes of the meetings of the Council should also be forwarded to the Committee regularly. |
| DRSC | (iv) | District Road Safety Committees (DRSCs) | <p>i) The Committee noted that District Road Safety Committees (DRSCs) have been constituted on 15.12.2017. Deputy Commissioners are the Chairmen of DRSCs. The State has developed a standard agenda for each DRSC. The Committee observed that DRSCs are not meeting regularly and directed that each DRSC should meet at least once in every quarter.</p> <p>ii) The Committee also noted that the standard agenda for DRSCs does not include analysis of accident and fatality data of the district and directed that each DRSC should analyze the accident and fatality data of the district and identify vulnerable road segments and take specific measures to address the vulnerability issues of each vulnerable road segment.</p> |
| Transport, Police, Education, PW(B&R) & Health Department | (v) | Lead Agency | The Committee noted with disappointment that the State has not provided full time Head of the Lead Agency and full time professional staff having domain knowledge. The Committee pointed out to the Chief Secretary, Government of Haryana, that the Hon'ble Supreme Court had ordered on 30.11.2017 that the |



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| | | Lead Agency as detailed by the Committee in its letter dated 24 th November, 2016 should be set up by 31 st January, 2018 and the Government of Haryana's failure to implement this direction of the Hon'ble Supreme Court would need to be reported to the Supreme Court. The Chief Secretary, Government of Haryana, assured the Committee that action in this regard will be completed by 15 th January, 2019. |
| Lead Agency | (vi) Road Safety Fund | The State agreed that currently the road safety expenses are being incurred through treasury and the funds provided for road safety purposes lapse at the end of the year. The Committee observed that the Draft Haryana Road Safety Fund Rules, 2018 also do not establish a non-lapsable Road Safety Fund. The Fund should be non lapsable as per Committee's directions dated 24 th November, 2016. The Chief Secretary, Government of Haryana, assured the Committee that action in this regard will be completed by 15 th January, 2019. |
| Lead Agency | (vii) Road Safety Action Plan | The Committee directed the State to prepare the State Road Safety Action Plan, send a copy to Ministry of Road Transport & Highways and begin its implementation immediately as directed by the Hon'ble Supreme Court. The Committee also directed that the Lead Agency should monitor the progress. |
| HVZ, PW(B&R), NHAI, HSAMB, ULB & HSVP Lead Agency & Haryana Police. | (viii) Protocol for identification and rectification of Black Spots | <p>i) The Committee was informed that the State has notified its own Protocol in respect of State Highways, Major District Roads and Other Roads on 08.09.2016.</p> <p>ii) The Committee was also informed that besides the identification and rectification of black spot, the State has appointed Haryana State Road Safety Associates (RSAs) in ten districts under the Haryana Vision Zero project on road safety. Under this project, an MOU has been signed by the State with WRI and NASSCOM to study accident prone points and other aspects. The State also informed that a proposal to appoint RSAs in other districts is under consideration.</p> <p>iii) The Committee directed the State to identify Black Spots on State Highways, Major District Roads and Other Roads and take steps for their rectification. The Committee also directed the State to conduct the exercise as prescribed in the protocol every year. The timelines prescribed in the protocol should be followed scrupulously every year. The State should also monitor the rectified black spots to check the efficacy of the rectification action taken by the State.</p> <p>iv) The State should intimate the number of black spots falling, separately, under the jurisdiction of PWD, PWD(NH), ULBs, HSAMB, NHAI, and any other road owning agency in the State and the status of rectification action taken by them respectively.</p> |
| PW(B&R), NHAI, HSAMB, ULB & HSVP | (ix) Traffic Calming Measures | The Committee was informed that based on the recommendations made by Haryana State Road Safety |



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| | | <p>Associates (RSAs), IGP (Traffic & Highways), Karnal, the traffic calming measures (i.e. informatory boards, delineators, direction signage's, hazard markers, gantry/cantilever boards, grills, rumble strips, cats eyes etc) are being installed with the help of concerned Departments. The Committee directed the State to take the following steps:</p> <p>1.</p> <ol style="list-style-type: none"> Adopt traffic calming measures on the lower hierarchy roads at locations where they merge with higher hierarchy roads. Identify all other accident prone locations in the State and take suitable traffic calming measures on them. Vulnerable junctions, curved & straight roads and narrow bridges should be prioritized and improvements should be undertaken in a phased manner; Village gates should be installed; and Table top pedestrian crossings should be made at vulnerable locations. <p>2. The Committee directed the State to carry out audit of roads and take required traffic calming measures as recommended by audit.</p> |
| Lead Agency & PW(B&R), NHAI, HSAMB, ULB & HSVP | (x) | <p>Training of highway engineers in road safety audit</p> <p>The Committee noted that the State has trained 77 highway engineers in road safety. The Committee observed that the number of engineers trained is low and that a calendar for training of all road engineers should be drawn up and implemented.</p> |
| PW(B&R), NHAI, HSAMB, ULB & HSVP | (xi) | <p>Design Stage Audit of road projects of 5 kms or more</p> <p>The Committee noted that the State has advised road owning Departments that design stage audit of new road projects of 5 kms or more should be undertaken. The Committee directed the State to ensure that all road owning agencies carry out the design stage audit and implement the recommendations of the Audit before commencement of construction.</p> |
| Haryana Police | (xii) | <p>Adequacy of man power and Road Safety Equipments for ensuring strict implementation of the Motor Vehicles Act</p> <ol style="list-style-type: none"> 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. 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. |
| Haryana Police | (xiii) | <p>Set up special patrol forces along the National Highways and State Highways</p> <ol style="list-style-type: none"> The State apprised the Committee that there are assistance booths every 20 Kms on National Highways i.e. a man with a motorcycle is stationed at every 20 Kms. The Committee desired that the highway patrol should be deputed along both the National Highways and State Highways who should be empowered to take steps for accident and fatality |

NHAI

Transport
Department

Health
Department

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| | | <p>prevention also apart from acting just as first respondents.</p> <p>ii) The Committee noted that National Highways and State Highways together accounted for about 65.6% fatalities in 2017 (NHs-38.87% & SHs-26.74%) 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.</p> |
| (xiv) | Road Safety and engineering measures for reduction of fatalities on National and State Highways and Other State Roads | <p>The Committee gave following directions to the State:</p> <p>i) NHAI and State Government should provide pedestrian facilities like FOBs, underpasses, footpaths etc on NHs, SHs, MDRs and Other State Roads near inhabited areas.</p> <p>ii) Road widening at the cost of pedestrian facilities should not be undertaken. IRC Guidelines should be followed for road widening etc.</p> <p>iii) 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.</p> <p>iv) In view of the fact that the NHs and SHs account for 38.87% & 26.74% respectively of the total fatalities, the Committee directed the NHAI and the State Government 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.</p> |
| (xv) | Establishment of Driver Training Institutes, Inspection and Certification Centers for conducting fitness of vehicles and Automated Driving Testing Tracks | <p>The Committee desired that the State should draw up an action plan, with yearly targets to set up, in a phased manner, one Driver Training Institute, Automated Driving Testing Track and Inspection and Certification Center in each district.</p> |
| (xvi) | Emergency Medical Care | <p>The Committee noted that there are 7 Trauma Care Centers (3 level III, 3 level II and 1 level IV) in the State. The Committee directed the State to take following action:</p> <p>i) Steps should be taken by the State to establish one Trauma Care Center in each district;</p> <p>ii) The State should send a note on adequacy of ambulances available with the State, turnaround time and whether ambulances are fully equipped with manpower and equipments.</p> |



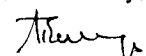
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| | | iii) | Intimate the measures being taken to implement the orders of Hon'ble Supreme Court in Pt. Parmanand Katara v. Union of India. |
| Health & Haryana Police | (xvii) | Universal Accident Helpline Number | The Committee was informed that a common helpline number 108 has been implemented in the State through National Health Mission and control room has been established in each district 24X7. The Committee directed the State to give due publicity to the helpline number 108. |
| Haryana Police | (xviii) | 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 should be published and a copy thereof should be sent to the Committee. |
| Transport | (xix) | Speed Governors | The State Government stated that fitment of speed governors is under active consideration of the State Government. The Committee directed the State to implement the Committee's directions in this regard. The Committee also noted that the State is not regularly sending the quarterly reports and asked the State to send the quarterly reports by the stipulated date. |
| Haryana Police & Transport Department | (xx) | 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 noted that the State is not regularly sending the quarterly reports and asked the State to send the quarterly reports by the stipulated date. |
| Haryana Police | (xxi) | Lane Driving | The Committee noted that the State has circulated the Motor Vehicles (Driving) Regulations, 2017 dated 23 rd June, 2017 to enforcement agencies on 02.04.2018 for implementation and directed the State to ensure that the Regulations are strictly implemented. |
| PWD(B&R) | (xxii) | Permanent Road Safety Cell | The Committee noted that a permanent Road Safety Engineering Cell in the Haryana Public Works (B&R) Department has been established vide Order dated 24.08.2018. |
| Health & Transport Department | (xxiii) | Hit & run cases | The Committee noted that the State does not have any scheme to compensate the hit & run victims and that in some cases compensation is paid under the Chief Minister's Relief Fund. The Committee directed the State to formulate a scheme to pay adequate/equitable compensation to the hit & run victims. |
| Enforcement agencies | (xxiv) | Third Party Insurance | The Committee noted that the State is not regularly sending the quarterly implementation reports on detention of vehicles not covered by third party insurance as directed by the Committee vide directions dated 20.03.2017 in the prescribed proforma and |

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| | | asked the State to send the quarterly reports by the stipulated date. |
| (xxv) | Deficiencies pointed out by Audit Report submitted by Delhi Integrated Multimodal Transit System (DIMTS) | The Committee said that the Final Audit Report submitted by Delhi Integrated Multimodal Transit System (DIMTS) in 2017 had pointed out that the level of compliance with the Committee's directions in all areas, namely, Institutional Arrangements, Enforcement, Engineering, Road User Awareness & Education and Emergency Response and Healthcare Dimensions was poor. The Committee directed that the State Government should address the deficiencies pointed out in the Audit Report and bridge the gaps. The Committee also observed that while the Audit Report pertained only to four cities (Faridabad, Gurugram, Hisar and Rohtak) and select rural highways (NH, SH & MDRs), the recommendations of the Audit are relevant for the whole State. A separate report stating the time period within which the Audit Report will be implemented (i) in the four cities and the select rural highways (NH, SH & MDRs) covered by the Audit; and (ii) in the rest of the State should be sent to the Committee by 31st January, 2019. |

4. The Chief Secretary, Haryana, 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 Haryana,
Chandigarh ,
Email: acs.transport-hry@gov.in
2. Joint Secretary (Transport),
Ministry of Road Transport & Highways,
New Delhi