



SUPREME COURT COMMITTEE ON ROAD SAFETY

Chairman : Justice Abhay Manohar Sapre
Members : Sanjay Mitra
Dr. Nishi Mittal

Secretary : S.D. Banga
Tel. No. : +91-11-23060597
Email : roadsafetysc@gmail.com
Immediate
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Dated : 19th June, 2020

To

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

Sub: Supreme Court Committee on Road Safety – Implementation of the Committee's directions by Government of Uttarakhand to promote road safety in the State- Regarding.

Sir,

Kindly refer to the Transport Commissioner Letter No.343/Enf/RS/1-8(3)/2020 dated 31st January, 2020 on the subject mentioned above.

2. The Lead Agency has forwarded copies of replies/reports received by it from districts or copies of the communications between different Departments of the State Government to the Committee. The Committee desires that the copies of such reports/inter Departmental communications within the State Government need not be sent to the Committee unless specifically directed by the Committee. The Lead Agency should coordinate with all concerned including NHAI, collate the information received by it and submit a self-contained comprehensive compliance report to the Committee.

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

S. No	Para No. in State Govt's letter dated 31.01.2020	ISSUES	OBSERVATIONS OF THE COMMITTEE
1	i	Establish administrative	The Committee is disappointed to note that the State has not complied with the Committee's

		mechanism at District level; specify duties, responsibilities, functions & powers	directions to set up effective operational administrative mechanism in six districts for reduction of road accidents and fatalities. The Committee notes that five districts, namely, Udham Singh Nagar, Dehradun, Haridwar, Nainital and Tehri had accounted for 73.82% of total fatalities in 2018 which increased to 85.33% in 2019. The Committee observes that these five/six districts are critically important and central to the State Government's efforts to reduce road accidents and fatalities and desires that the direction to set up effective operational administrative mechanism should be complied with by 30th September, 2020 in these districts.
2	i	Review of performance in 2019	The Committee notes the reduction in fatalities by 17.3% in 2019 over 2018. The Committee however desires that the Lead Agency should examine the following issues and submit a report to the Committee: i) Whether conscious efforts by the district authorities resulted in reduction in fatalities in Uttarkashi, Pauri and Almora districts by 53(74%), 51(61%) and 21(84%) respectively in 2019 and, if so, whether they are worth replication in other districts; ii) An assessment of the reasons for failure of the district authorities in reducing fatalities in Dehradun and Rudraprayag districts. iii) The Report/Assessment should have approval of the Chief Secretary.
3	v	Annual targets for reduction of road accident fatalities	The Committee notes that the Committee had directed that instead of a uniform 10% fatality reduction target for all districts, the State should set targets, separately for city and the rural areas, of each district on the basis of (i) absolute number of fatalities; and (ii) percent growth over previous year in city/rural areas of the district. The Committee desires that the district wise targets for 2020 and 2021 should accordingly be set.
4	v	Formulation of Strategy for reduction of road accidents & fatalities	a) The Committee notes that the strategy of the State Government includes enforcement drives, procurement of road safety equipment, closure of hill roads to traffic after 8.00 PM, installation of sign boards and concave mirrors, identification & rectification of Black Spots and Vulnerable Road Segments, installation of crash barriers, regular

			<p>maintenance of bridges, installation of street lights, use of simulators for testing driving skills of driving license applicants, fitment of speed governors on commercial vehicles and GPS on public service vehicles etc.</p> <p>b) The Committee observes that the <u>strategy should be location and district specific</u> i.e.the strategy for Uttarkashi/Pauru/Almora may not work for Dehradun. It should identify all vulnerable locations in a district, the reasons for high accidents and fatalities at the specific locations in the districts, shortcomings in the areas of enforcement, engineering and emergency care measures (including better management of Golden Hour for critical accident victims) in the district and how the shortcomings are proposed to be removed.</p> <p>c) The Committee reiterates that the Lead Agency should, in consultation with the concerned stakeholder Departments, formulate appropriate <u>district specific</u> strategies separately in respect of enforcement, engineering and emergency care measures (including better management of Golden Hour for critical accident victims) required to be taken in the year 2020 and 2021. It should be prepared by 31st August, 2020 and implemented w.e.f., 1stSeptember, 2020.</p>
5	ii	Lead Agency	<p>The Committee notes that full time officers from Transport, Education, PWD and Police Departments are working in the Lead Agency and observes that it appears that full time Head of the Lead Agency, as detailed by the Committee in its letter dated 24th November, 2016, has not been provided. The Committee desires that the present status in this regard should be intimated to the Committee.</p>
6	xvii	Training to the staff of the Lead Agency	<p>The Committee presumes that the Committee's directions in this regard have not been complied with. The Committee observes that the training organized by PWD from 15.01.2019 to 19.01.2019 for 2 members of the Lead Agency is not full compliance with the Committee's directions and reiterates that all members of the Lead Agency should be imparted training by reputed institutes having domain expertise or by</p>

			drawing road safety experts having domain expertise from reputed institutes as per the Course outlines/curriculum prescribed by the Committee.
7	iii	State Road Safety Council	The Committee is unhappy to note that the State Road Safety Council met only once in 2019 and reiterates that the Council should meet at least twice a year, with a gap of about 5 – 6 months between the two meetings; take stock of the road safety situation in the State and 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 under intimation to the Committee.
8	Black Spots (BSs) and Vulnerable Road Segments : Identification, Finalization of required Rectification Measures, Carrying out Rectification Measures and Monitoring of rectified Spots/Road Segments		
8. A	v & vii(b)	Black Spots (BSs) and Vulnerable Road Segments (other than Black Spots)	<p>a) The Committee notes that, up to December, 2019, the State identified 139 Black Spots and rectified 39 of them.</p> <p>b) The Committee also notes that the State has provided two different data regarding Vulnerable Road Segments. On the one hand, it is stated in paras (v) & (vii) that the State identified 1592 Vulnerable Road Segments and rectified 588 of them. On the other hand, it is stated in para (xv) that the State identified 1652 Vulnerable Road Segments and rectified 553 of them. The Committee desires that correct district wise status as on 30th September, 2020 should be intimated to the Committee.</p> <p>c) The Committee desires that the State should provide district wise break up of number of 139 Black Spots and all Vulnerable Road Segments identified on roads separately under NHAI, PWD(NH), PWD, NHIDCL, BRO and THDC etc and fatalities thereon year wise during 2017, 2018 and 2019.</p>
8. B	xv	Audit of identified Black Spots & Vulnerable Road Segments	The Committee notes that the Committee had directed the State to take rectification measures recommended in the Road Safety Audit of the identified Vulnerable Road Segments and desires that the State should take following action: <p>i) Intimate whether measures on rectified</p>

			<p>Black Spots and Vulnerable Road Segments (i.e. 39 Black Spots and 588 or 553 Vulnerable Road Segments, as the case may be) were taken as per recommendations of Road Safety Audit or only Engineering Audit of the Black Spots/Road Segments;</p> <p>ii) Intimate whether road safety audit of the remaining 100 Black Spots and Vulnerable Road Segments (1004 or 1099 Segments, as the case may be) has been conducted to find out the required rectification measures.</p>
8. C	xv	Audit of Roads	<p>a) The Committee notes that the PWD has 9345 Kms of road length in different categories viz. SHs, MDRs & ODRs out of which road safety audit of 2384 Kms has been completed and desires that similar information about all other road owing agencies including PWD indicating status as on 30th September, 2020 should be intimated to the Committee.</p> <p>b) Priority should be given to the Road Safety Audit of Black Spots and Vulnerable Road Segments.</p> <p>c) The Committee desires that the Audit Recommendations should be implemented on ground so as to improve the road safety situation in the State.</p>
8. D	v, vii(b) and xv	Review of progress in rectification of the remaining Black Spots and Vulnerable Road Segments	<p>The Lead Agency should regularly review/monitor the progress in rectification of the remaining 100 Black Spots and 1004 or 1099 Vulnerable Road Segments (as the case may be). The status of rectification measures taken up to 30th September, 2020 should be intimated to the Committee by 31st October, 2020. The Committee desires that that the status report should separately indicate the status of rectification measures taken on 275 remaining Vulnerable Road Segments on National and State Highways in six critically important districts.</p>
8. E	v, vii(b) and xv	Monitoring of Rectified Black Spots (BSs) and Vulnerable Road Segments	<p>The Committee desires that the Lead Agency should monitor the 39 rectified Black Spots (BSs) and 588 or 553 rectified Vulnerable Road Segments, as the case may be, up to 31st December 2020, (presumably including 208 Vulnerable Road Segments on National and State</p>

			Highways)to check the efficacy of the rectification measures taken by the concerned road owning agencies. A Monitoring Outcome Report indicating the decrease or increase, both in absolute numbers and percentage, in road accidents, grievous injuries and fatalities at these Black Spots and Vulnerable Road Segments after the date of rectification as compared to comparable period before the date of rectification should be sent to the Committee by 31st March, 2021 . A separate report in respect of rectified Black Spots and Vulnerable Road Segments on National and State Highways should also be submitted.
9	vi	District Road Safety Committees (DRSCs)	<ul style="list-style-type: none"> i) The Committee notes that except Pithoragarh all District Road Safety Committees (DRSCs) met 4 times in 2019 and reiterates that the Lead Agency should ensure that each DRSC meets at least once every quarter with a gap of about 2-3 months. ii) The Committee notes that the District Plans prepared by DRSCs do not indicate what they propose to do in 2020-2021 and later in future. They are largely action taken reports and not plans. The Committee reiterates that each DRSC should prepare, in consultation with stakeholder Departments, District Road Safety Action Plan for the district for the year 2020-2021 and 2021-2022 by 31st August, 2020. It should provide for location specific measures to be taken in 2020-2021 and 2021-2022in the areas of enforcement, engineering and emergency care (including better management of Golden Hour). iii) The Committee also reiterates that the DRSCs should be made responsible for reduction of road accidents & fatalities in the district (apart from implementation of the District Road Safety Action Plans and implementation of the MV Act) as directed by the Committee vide its letter dated 28.10.2019. iv) Lead Agency should monitor and ensure

			compliance.
10	vii(a)	Enforcement of traffic laws	<p>The Committee notes that the State has not yet prepared and implemented its enforcement strategy in a focused manner as directed by the Committee vide its directions dated 28.10.2019. The Committee reiterates that, in view of the fatality data of 2017 and 2018, the State should focus onover speeding, non-wearing of helmets, non-wearing of seat belts and wrong side driving by motorized two wheelers, cars & taxis, buses and trucks/lorries, as the case may be, on vulnerable segments of straight and curved roads of NHs, SHs and MDRs passing through open/rural areas with special focus on Udham Singh Nagar, Dehradun, Haridwar, Nainital, Tehri and Uttarkashi in that order. The Committee also desires that the State should now send the progress report regarding over speeding, non-wearing of helmets, non-wearing of seat belts and wrong side driving in the proforma enclosed (Annexure). Progress reports on implementation of the Committee's directions dated 18.08.2015 and 17.11.2015in respect of other violations should however continue to be sent in the proforma sent earlier to the State vide Committee's letter dated 24.10.2016.</p> <p>i) The Committee also reiterates that separate targets for the city and the rural and open areas of each district should be set keeping in view the fatalities in those areas of the district.</p>
11	ix	Framing Scheme under Section 135 of M.V. Act.	<p>The Committee is unhappy to note that the State has not complied with its direction regarding framing of Scheme under Section 135 of M.V. Act and reiterates that the State should frame Scheme under Section 135 of Motor Vehicles Act, by 30th September 2020, to provide not only for in-depth study of causes and analysis of motor vehicle accidents but also for establishing wayside amenities on highways; establishing traffic aid posts on highways; provide truck</p>

			parking complexes along highways; and for providing any other amenities in the interest of the safety and convenience of the public. If necessary, the Scheme should be framed with the assistance of reputed research institutes having domain expertise. A copy of the scheme notified by the State should be submitted to the Committee.
12	x	Procurement of equipment as per BPR&D norms	The Committee notes that the State has procured 11 interceptor vehicles and 8 cranes and is in the process of procuring 3 cranes, 5 radar guns and 100 breath analyzers. The Committee is unhappy to note that the Lead Agency has not set timelines, in consultation with the concerned Departments, for procurement of all equipments as per BPR&D recommendations and reiterates that timeline for procurement of equipments so as to reach BPR&D norms should be set under intimation to the Committee. The Lead Agency should also monitor and ensure procurement of the equipments.
13	xviii	Training of personnel & maintenance of equipment	The Committee notes that the State has trained master trainers for use of interceptors, alcometers and speed radar guns and desires that the State should train adequate number of personnel in the use of these equipments and the cranes under intimation to the Committee.
14	xi	Strengthening of traffic police as per BPRD norms	The Committee is disappointed to note that the State has not taken any decision on the proposal for the creation of 1759 posts for strengthening traffic police as per BPR&D norms as directed by the Committee vide its letter dated 28.10.2019 and desires that the State should fix a timeline for taking a decision in the matter under intimation to the Committee.
15	vii(b)	Highway Patrol	a) The Committee notes that the fatalities on Highways in the State increased from 80.99% of total fatalities in 2017 to 86.66% in 2018. It is obvious that the City Patrol Units (in 4 districts) and Hill Patrol Units (in 8 districts) were not effective in reduction of road accidents and fatalities on Highways. The Committee desires that the State should immediately establish Highway Patrol in compliance of the Orders of the Hon'ble Supreme Court

			<p>dated 30.11.2017.</p> <p>b) The State should submit a report on enforcement and prevention measures taken by the City/Hill Patrol Units on Black Spots and on 483 Vulnerable Road Segments on National and State Highways in six critical districts, namely, Udham Singh Nagar, Dehradun, Haridwar, Nainital, Tehri and Uttarkashi.</p>
16	viii	Street lights on NHs, SHs and MDRs	<p>The Committee notes that street lights have been installed on completed roads under NHAI and that street lights will be installed on the remaining roads as per DPR guidelines; that work is in progress on all PWD roads; and night time patrolling is being regularly being done by Traffic Police and by special checking teams of the Transport and Police Departments. The Committee desires that the Lead Agency should check, verify and submit a brief report on availability of street lights on the NHs and SHs specially in respect of Vulnerable Road Segments prone to causing accidents/fatalities during night time on NHs and SHs.</p>
17	xii	Traffic Calming Measures	<p>The Committee notes that all the junctions where lower hierarchy roads join higher hierarchy roads have been identified by all road owning agencies. The Committee directs that Lead Agency should take following action:</p> <p>i) The Committee notes that the PWD, PWD(NH) and NHAI have stated that the remaining 603, 270 and 75 junctions will be rectified/improved by 2020 "as per availability of funds" and NHIDCL/BRO has stated that the "rectification work is part of DPR". The Committee directs that the status of work as on 30th September, 2020 should be intimated to the Committee by 31st October, 2020. Also PWD, PWD(NH), NHAI and NHIDCL/BRO should indicate a categorical timeline.</p> <p>ii) The Committee notes that the Lead Agency has completed monitoring of 35 rectified junctions and desires that the evaluation reports be shared with the Committee. The Committee also desires that the Lead Agency should continue to</p>

			monitor the remaining 521 rectified junctions to check the efficacy of rectification.
18	xiii	Crash Barriers on hilly roads, near water bodies and other vulnerable locations.	<p>The Committee has following observations:</p> <ul style="list-style-type: none"> i) The Committee had noted that crash barriers were/are required at 3340.47 Km in the State; that road owing agencies had installed crash barriers at 1311 Km; and that the road owning agencies had set a target of installing crash barriers on the remaining 2029 Km (PWD – 1582.47 Km, PWD(NH)-311.7 Km, NHAI-14.95 Km and BRO-120 Km) by 2020. The Committee desires that the present status of the work done by different road owning agencies should be intimated to the Committee. ii) PWD(NH), NHAI and BRO have stated that the identification work has been done “as per DPR”. It is not clear whether DPR in respect of PWD(NH), NHAI and BRO covers the remaining 311.7 Km, 14.95 Km and 120 Km respectively. The Committee desires that the concerned District Road Safety Committees should be involved in monitoring the work being done by PWD(NH), NHAI and BRO to ensure that work is actually done as per local requirements. iii) The Committee notes that the Engineer in Chief (PWD) has stated that “all crash barriers are being installed and maintained as per IRC norms”. The Committee presumes that the crash barriers on 1311.53 Km were constructed and have been maintained as per IRC norms. The State is required to confirm the same.
19	xiv	Maintenance of bridges	<ul style="list-style-type: none"> a) The Committee notes that the State has 1331 bridges [PWD-923, PWD(NH)-227, NHAI-107, NHIDCL-30 and BRO-44] and that all bridges are safe and have been maintained as per IRC norms except the following:

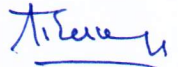
			<p>i) Few bridges under PWD require minor repair works which are in progress;</p> <p>ii) One bridge under PWD(NH) requires rectification work for which DPR is under preparation.</p> <p>iii) NHIDCL does not appear to have sent any information regarding number of bridges under it or those required to be replaced or repaired.</p> <p>b) The Committee was informed earlier that work was in progress on 41 (out of 107) bridges under NHA and desires that the Lead Agency should confirm that the work on these 41 bridges has been completed.</p> <p>c) The Committee desires that the Lead Agency should draw timelines in consultation with PWD and PWD(NH) for repairs/rectification of the concerned bridges. Also, categorical information about the number of NHIDCL bridges, and number of bridges under it required to be replaced or repaired should be sent to the Committee.</p> <p>d) The Committee reiterates that the Lead Agency should ensure that these road owning agencies prepare and implement traffic management plan for all bridges which are under repair/rectification.</p>
20	xvi	Over-loading of school buses	The Committee notes that the State is complying with the Committee's directions regarding school buses/vans etc; and that 3056 vehicles were challaned in 2019 for different offences related with school bus norms. The Committee desires that the State should continue to implement the provisions of MV Act vigorously to school buses/vans and other vehicles engaged in transporting school children.
21	xix	Driving of motorized vehicles by the under-age	The Committee desires that the State should implement the provisions of MV Act vigorously in cases of underage driving.
22	xx & xxi	Ambulances with equipments and trained paramedics	The Committee presumes that the directions of the Committee in this regard have not been complied with and reiterates that the 135 government ambulances also should be integrated with 108 (in addition to 139 private

		& Mapping of Ambulances	ambulances already integrated with 108). All ambulances, both government and private, should have a trained paramedic and necessary equipments; that the State should map all ambulances, the Trauma Care Centers and other hospitals located in proximity to NHs and SHs; and that Lead Agency should assess adequacy of ambulances students presently available with the State under intimation to the Committee.
23	xxii	Trauma Care Centers	The Committee notes that Dehradun has three Trauma Care Centers (of which two are Level III and one is without categorization); that Udham Singh Nagar, Haridwar, and Uttarkashi have one Trauma Care Center each of Level III; and that Nainital and Tehri have one Trauma Care Center each without categorization. The Committee directs that the State should take following action under intimation to the Committee: <ul style="list-style-type: none"> a) Confirm that these Centers have been officially designated as Trauma Care Centers for all road accident victims in the respective districts; b) Prepare a scheme for free treatment of all those road accident victims in the designated Trauma Care Centers who wish to avail free treatment; c) Fix a timeframe for up-gradation of each of these Trauma Care Centers to the next level under intimation to the Committee.
24	xxiii	Publishing of Annual Accident Data	The State has not yet published the booklet on Road Accidents in Uttarakhand – 2018. The Committee desires that the analysis report and the road accident and fatality data for 2018 should be published in a book form and a copy thereof should be sent to the Committee.
25	-	Status of implementation of the Motor Vehicles (Amendment) Act, 2019	The Committee desires that the State should send a note on status of implementation of the Motor Vehicles (Amendment) Act, 2019.
26	-	Place directions of the Committee and action taken report before	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.

		the State Road Safety Council	
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3. The Committee directs that all the above observations 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 **31st October, 2020.**

Yours faithfully,



(SD Banga)
Secretary to the Committee

Copy for information and necessary action to:

1. Joint Secretary (Transport),
Ministry of Road Transport & Highways,
New Delhi
Email : jspb-morth@gov.in
2. Director General (Roads)
Ministry of Road Transport & Highways,
New Delhi
Email : indresh.pandey@nic.in
3. Chairman,
NHAI,
New Delhi
Email : chairman@nhai.org

Copy for information and necessary action to:

1. Principal Secretary (Transport),
Govt. of Uttarakhand,
Dehradun
Email: transportdeptauk@gmail.com
2. Transport Commissioner,
Govt. of Uttarakhand,
Dehradun ,
Email: tc-trans-uk@nic.in

Annexure

PROGRESS REPORT ON THE IMPLEMENTATION OF THE PROVISIONS OF THE M.V. ACT AND COMMITTEES' DIRECTIONS DATED 18.08.2015 AND 17.11.2015 REGARDING OVER SPEEDING, DRIVING/PILLION RIDING WITHOUT HELMET, SEAT BELT LAW VIOLATIONS AND WRONG SIDE DRIVING FOR THE PERIOD FROM 01.01.2020 TO 30.09.2020.

Name of the State/UT: **UTTARAKHAND**

S.No.	Name of district	Total number of fatalities in the district during the quarter			Over speeding		Driving/Pillion riding without helmet		Seat Belt law violations		Wrong side driving	
		City areas	Rural areas	Total (3+4)	Total Number of violations detected	Total No. of DLs forwarded to the Competent Authority under Section 206 of M.V. Act	Total Number of violations detected	Total No. of DLs forwarded to the Competent Authority under Section 206 of M.V. Act	Total Number of violations detected	Total No. of DLs forwarded to the Competent Authority for suspension *	Total Number of violations detected	Total No. of DLs forwarded to the Competent Authority under Section 206 of M.V. Act
1	2	3	4	5	6	7	8	9	10	11	12	13
1	Udham Singh Nagar											
2	Dehradun											
3	Haridwar											
4	Nainital											
5	Tehri											
6	Uttarkashi											
Total												

* Under the Committee's directions dated 18.08.2015 and 17.11.2015.