



ब्रह्म कुँवर
Brahm Kuma

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सचिव
SECRETARY
भारत सरकार
GOVERNMENT OF INDIA
महानगर परिवहन और सार्वजनिक परिवहन
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

July 22, 2010

Dear Shri _____,

As you are aware, India has recorded the largest number of road accidents fatalities in the world and the same is increasing at an alarming level every year. It is a matter of great concern for all of us. The Motor Vehicles Act 1988 and Central Motor Vehicle Rules 1989 made there under provide various provisions to check road accidents.

2. You will appreciate that by taking effective enforcement measures it is possible to reduce the number of road accidents to a significant level and save precious human lives. In this connection, the following issues need your special attention:-

(i) To increase visibility at night conspicuous reflective tapes be put as prescribed as per AIS 090 standards for all public service vehicles viz. three-wheeler, Taxi, LCV, HCV and Buses. While white tape is to be fixed in the front, yellow and red tapes shall have to be fixed on the sides and back of the vehicle respectively. Same should be followed for Trucks, Trailers including Agriculture tractor trailers. This tape will be visible from a distance and avoid crashes. It is therefore, necessary that during annual fitness certification, the transport Department officials are asked to verify the fitment of reflective tapes as Rule 62 of CMVR.

(ii) The fitment of side and rear under-run protection (SUPD and RUPD) in trucks and buses have been made mandatory. These rules are hardly enforced by the States. Further, Front under Run Protection (FUPD) is implemented from 1st October, 2009 in trucks vide notification GSR 784(E). Hence, the State Govt. need to enforce implementation of applicable under run protection devices.

(iii) As per the Central Motor Vehicles Rules, 1989, painting of headlights in top half portion is not allowed. There is a need to immediately stop such wrong practices. Moreover, the vehicles are required to be driven at low beam at night to avoid glare of light for reducing the chances of head on collision. These need to be implemented through better driver training and enforcement.

(iv) Under CMVR Rules 104, AIS standards are prescribed for installation of mirrors on different category of vehicles. The vehicles however, do not comply with these norms. Particularly, in respect of three-wheelers, the side mirrors are positioned inside, instead of projecting outside the body of the vehicle for getting a full view of the rear on both the sides. Necessary enforcement measures are to be taken during fitness check to ensure that outside rear view mirrors are fitted on the outside of the three-wheelers.

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(v) Rule 93 of Central Motor Vehicles Rules, 1989 defines overall dimensions of various categories of Motor Vehicles. The motor vehicles not conforming to the standards are alleged to be plying on the roads. Trailers, which are used as vehicle carriers, often have longer length (even upto 25 m) though maximum length of 18 m is prescribed in CMVR. Movement of these trolleys is dangerous on roads. Therefore, their dimensions should be restricted.

(vi) One of the critical aspects that contribute to the increasing number of road accidents is overloading of motor vehicles. Despite repeated advisory from this Ministry from time to time to the States, instances of overloading are frequently reported. It has also been observed that the Trucks, both light and heavy duty are subjected to major body modifications after the vehicles are registered. Additional leaf springs are being added to carry over load. These should be checked at the time of annual inspection and the truck owner should be asked to remove all the modifications.

3. I would request you to kindly issue necessary directions to the appropriate authorities for checking the above violations of CMVR at the time of Annual Inspection of commercial vehicles. A copy of the instructions issued in this regard may be sent to this Ministry for record.

With regards.

Yours sincerely,



(Brahm Dutt)

To:

All Chief Secretaries