

निती गडकरी
NITIN GADKARI



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मंत्री सड़क परिवहन राजमार्ग एवं पोत परिवहन
भारत सरकार,
परिवहन भवन, नई दिल्ली-110 001
MINISTER OF ROAD TRANSPORT
HIGHWAYS & SHIPPING
GOVERNMENT OF INDIA
PARIVAHAN BHAVAN, NEW DELHI-110 001

D.O. No. RT-25035/51/2013-RS
30th December, 2014

Dear Shri Lyngdoh jee,

The situation with regard to road safety, with about 1.3 million fatalities globally, is alarming. The United Nations General Assembly, having considered this important issue, adopted the UN Decade of Action for Road Safety (2011-2020) aiming to reduce fatalities in road accidents by 50%, by 2020. This was accepted by the countries across the globe including India.

The road safety situation in India is even more grim. There are around 1,38,000 deaths and 5,00,000 grievous injuries per year due to road accidents. The costs of these accidents represents a loss to the nation of around Rs. 1,00,000 crores every year and must be reversed at the earliest. My Ministry, in collaboration with IRF Geneva, has embarked on the Mission to reduce road fatalities by 50% by the year 2020 and has requested all State Govts. to prepare an Action Plan to achieve this goal.

Achieving this goal is of immense human value and encompasses several important sectors of Govt. and it was felt that a mechanism was needed to oversee progress towards this goal. Such a mechanism, like the Road Safety Board, or Road Safety Council will give necessary direction and review the State's Action Plans for implementing the goals set under the UN Decade of Action for Road Safety. I sincerely hope that requisite steps have been initiated to institutionalize the road safety architecture in your State to implement the Road Safety Action Plan to improve safety on the roads in your State.

For our country to achieve its national goals for Road Safety, it is important that all States move conjointly to achieve the goals set forth under the UN Decade of Action for Road Safety. As part of the process to improve Road Safety, it is proposed to review the implementation status along with the institutional arrangements adopted to achieve the goal of reducing road accidents by 50%, by 2020. For this purpose, the attached evaluation Matrix has been developed, and I request your State

Letter Issued
on- 5/1/2014

Contd/-

Office of Minister
Rt Hon.
Nitin Gadkari

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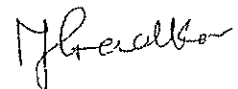
to fill in the Matrix so as to enable us to evaluate the performance of the State with regards to Road Safety. This evaluation is important to outline the necessary steps for correcting any deficiencies in implementing the Road Safety Action Plan in your state, and to take requisite measures to augment the programme for achieving the desired targets. My Ministry, along with IRF Geneva and The World Bank, are desirous of acknowledging the good performance of the States who have progressed satisfactorily to achieve the road safety targets by bestowing awards instituted by IRF Geneva. It is envisaged that this event would be organized in October, 2015, I urge that requisite steps be taken to accelerate implementation of the Road Safety Action Plan for achieving the targets of reducing road accident by 50%, by 2020 and to provide details as per the enclosed Matrix with status as on 30th November, 2014 and again as on 31st July, 2015.

As already requested by Secretary (RT&H) in his communication to Chief Secretaries, I will be grateful if a Nodal Officer could be appointed in your State to address the issues of Road Safety and work on Road Safety Action Plan.

I shall be extremely grateful, if you could kindly acknowledge and update me on the present status of the implementation of Road Safety Action Plan.

With regards,

Yours



(Nitin Gadkari)

Encl: As Above

Shri H. Donkumar R. Lyngdoh
Hon'ble Transport Minister
Government of Meghalaya
Meghalaya Secretariat
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MATRIX FOR STATELEVEL ROAD SAFETY EVALUATION

Background

Road safety in developing nations and low and medium income countries need serious attention with systematic effort to contain this man-made calamity, as 91% world's road fatalities are in these countries. UN Decade of Action for Road safety (2011-2020) has brought out a very systematic structure of interventions required through five pillars for actions which are tested in countries, which have been able to tackle the problem to a significant degree. Five years into the Decade, it is logical and appropriate now in 2015 to take a stock across all such States/Regions about the progress made in ameliorating this menace.

The framework for evaluation of the progress made shall have to cover all actions suggested for the five pillars of the Decade of Action (2011-2020). Thus, the assessment or evaluation of the status of a State or a definable region, shall be in terms of "Road Safety Performance and Capacity Review" through a system of evaluation matrix, by scoring for each action element for its progress status.

Matrix for Evaluation

It is proposed that each road safety action element of the five pillars will have a Maximum Status Score (MSS) for the best condition and effectiveness, and each State or a region will qualify for the status score (in a scale of zero to the maximum score indicated) for its status of achieving the target, where maximum score is for the best condition and effectiveness. It is suggested that the maximum total Safety Score (TSS) for all the action elements identified for the five pillars shall be 1000, which will allow easy comparative evaluation among the States. This TSS is divided to five pillars as follows:

Institution & Policy	300
Infrastructure Safety	225
Vehicle Safety	100
Road User	275
Post-Crash Care	100

The distribution of the TSS to the five pillars are based on the principle of doable actions in developing and low and medium income countries (LMICs) as well as what all can be achieved at a faster pace in such countries and States to achieve effective results for road safety. Thus, the Institution/policy, Infrastructure and Enforcement on Road Use, etc can be taken up by actions not requiring any long gestation period, and therefore, higher positive safety outcomes are expected.

The matrix of road safety action elements with maximum score for each and the scale of performance level for each action from 0 to 5 is given below, where the State is required to indicate the present status. The relative score for each road safety action element is an objective assessment of the achievement so far for the particular action element towards the objectives of the Decade of Action for Road Safety (2011-2020).

Guideline for Reporting

It is advised that the Ministry or Department made responsible for preparing the response for this Evaluation Matrix should go through the "Guideline for Filling the Performance Level in Matrix for Evaluation", which will make it more clear about reporting the status of performance for each road safety action parameter in the scale indicated as 0 to 5. The reported status, wherever applicable, should be supported by appropriate document.

Matrix of Safety Components for Evaluation	Maximum Score (MSS)	Performance Level					Status Score (SC) ^a
A. Institution & Policy							
1. Is there a Road Safety Policy & Strategy approved by the State?	25	0	1	2	3	4	5
2. Is there a Road Safety Action Plan for the State?	25	0	1	2	3	4	5
3. Is there a State level Road Safety Campaign?	20	0	1	2	3	4	5
4. Is there uniform enforcement plan in the State for Motor Vehicles Act/Traffic Rules ?	15	0	1	2	3	4	5
5. Is there modernized driver and vehicle licensing/registration system ?	15	0	1	2	3	4	5
6. Is there a standard format for collection of data on road accidents?	15	0	1	2	3	4	5
7. Is there an agency responsible for collection of data on road accidents?	15	0	1	2	3	4	5
8. Is there a dedicated, full time Lead Agency responsible for the delivery and monitoring of the Action Plan?	25	0	1	2	3	4	5
9. Are the responsibilities for implementing, monitoring and enforcing the action plan clearly assigned to different organisations by the coordinating Lead Agency?	25	0	1	2	3	4	5
10. Are there adequate resources provided for implementing, monitoring and enforcing the road safety strategy, action plans and campaigns?	20	0	1	2	3	4	5
11. Are there adequate resources devoted to crash (accident) data collection?	20	0	1	2	3	4	5
12. Are there defined and stable sources of funding for road safety?	20	0	1	2	3	4	5
13. Are traffic accidents covered under the civil, or the criminal code?	15	0	1	2	3	4	5
14. Are there strategic road safety targets (for example, 50% fewer fatalities by 2020) with other intermediate targets with time frame?	15	0	1	2	3	4	5
15. Are there operational targets for road safety (for example, 25% reduction in drivers between ages of 18-25 that are injured/killed in road accidents)?	15	0	1	2	3	4	5
16. Are there targets for outputs related to road safety enforcement (for example, Number of cases of fines/challans for speeding, drunken driving, etc.) in a year?	15	0	1	2	3	4	5
B. Infrastructure Safety							
1. Is infrastructure safety component included in the road safety strategy and action plan?	25	0	1	2	3	4	5
2. Is there a dedicated budget to implement the strategy and action plan for Infrastructure Safety?	25	0	1	2	3	4	5
3. Is there a systematic programme to use crash data to identify and treat high crash	25	0	1	2	3	4	5

Matrix of Safety Components for Evaluation	Maximum Score (MSS)	Performance Level					Status Score (SC)*
		0	1	2	3	4	
locations(blackspots) ?							
4. Is there formal (independent and detailed) road safety audits on all new roads and schemes at the stage of design?	25	0	1	2	3	4	5
5. Is there periodic network-wide assessment/surveys (e.g. iRAP or similar audit) to identify high risk locations and road sections?	25	0	1	2	3	4	5
6. Does the infrastructure delivery and management use smart/modern technology?	25	0	1	2	3	4	5
7. Are there training facilities for road safety auditors?	25	0	1	2	3	4	5
8. Is there Road Safety Auditors' accreditation body?	25	0	1	2	3	4	5
9. Is there Infrastructure for safety of pedestrians and other non-motorised transport modes?	25	0	1	2	3	4	5
C. Vehicle Safety							
1. Are all vehicles sold in the State with harmonization of Vehicle Safety Regulations of UN World Forum and the relative standards?	25	0	1	2	3	4	5
2. Is provision of front and rear seat-belts mandatory in all new cars?	25	0	1	2	3	4	5
3. Is provision of front and rear seat air bags mandatory in all new cars?	15	0	1	2	3	4	5
4. Are Anti-lock Braking System and other in-vehicle safety devices provided uniformly in all cars?	10	0	1	2	3	4	5
5. Is the Government procurement program for safe vehicles only?	10	0	1	2	3	4	5
6. Is there road worthiness certification requirements for all motorised vehicles?	15	0	1	2	3	4	5
D. Road Users							
1. Is there seat-belt legislation requiring use of front seat-belts (driver and passenger) and its enforcement?	25	0	1	2	3	4	5
2. Is there seat-belt legislation requiring use of rear seat-belt (by passengers) and its enforcement?	20	0	1	2	3	4	5
3. Is there motorcycle helmet legislation requiring use by all riders and its enforcement?	25	0	1	2	3	4	5
4. Is there legislation for child restraint and its enforcement?	20	0	1	2	3	4	5
5. Is there speed limits legislation and its enforcement?	25	0	1	2	3	4	5
6. Is there modern driver training and testing system adopted in the State?	20	0	1	2	3	4	5
7. Is there adoption of technologies for traffic enforcement?	15	0	1	2	3	4	5

Matrix of Safety Components for Evaluation	Maximum Score (MSS)	Performance Level						Status Score (SC)*
		0	1	2	3	4	5	
8. Is there drunken driving prevention law and its enforcement ?	25	0	1	2	3	4	5	
9. Does school curriculum uniformly include road safety education lessons at all levels?	20	0	1	2	3	4	5	
10. Is there road safety public education and awareness campaign?	20	0	1	2	3	4	5	
11. Is there law and its enforcement to prevent use of mobile phones while driving ?	15	0	1	2	3	4	5	
12. Is there law and its enforcement to control driving hours for commercial drivers ?	15	0	1	2	3	4	5	
13. Is there law and its enforcement for the use of reflective devices on non-motorised vehicles ?	15	0	1	2	3	4	5	
14. Is there law and its enforcement for using day-time running head lights for cars and motorcycles	15	0	1	2	3	4	5	
E. Post-Crash Care								
1. Incident management system – is there any kind of system in place, which is working fine?	25	0	1	2	3	4	5	
2. Is there common/standard emergency access number for assistance to road users?	25	0	1	2	3	4	5	
3. Is there a 'Vital Registration' or 'Civil Registration' system in place ?	25	0	1	2	3	4	5	
4. Specific trauma care training required for emergency care personnel – is it adopted in Medical colleges?	25	0	1	2	3	4	5	

* To be filled by IRF

GUIDELINE FOR FILLING THE PERFORMANCE LEVEL IN MATRIX FOR EVALUATION

1. The Maximum Status Score (MSS) is for the full achievement of each Road Safety action parameter indicated in the Evaluation Matrix
2. Status Score (SC) is an objective assessment of the present status of the Road Safety action parameter indicated, which shall be supported by documentation or evidence for the action. Please attach the document as available.
3. The responding State/Region shall mark (tick (✓) in appropriate box) of the Performance Level or degree of compliance (which actually indicates the level of achievement) of the evaluation parameter in a scale of 0 to 5, as indicated in the score sheet (Matrix for Evaluation), the explanation for which is given in **Table 1**.
4. **Table 2** shows the Performance Level 0 to 5 converted to corresponding status score marks depending on the maximum score assigned to the evaluation parameter. The conversion of Performance Level to the status score will be done by IRF, and total score for the State will be computed.

Table 1: Degree of Compliance Related to Performance Level of Evaluation

Sl No.	Compliance to Evaluation Parameter	Performance Level
(a)	No compliance of the evaluation parameter	0
(b)	Compliance to evaluation parameter is there at the national level, which is in principle applicable to States/Regions of the country	1
(c)	(b) + > 20% of the Districts/Population in the State/Region have adopted it	2
(d)	(b) + > 40%	3
(e)	(b) + > 60%	4
(f)	(b) + > 80%	5

Table 2: Distribution of Status Score with Performance Level

Performance Level	Maximum Status Score (MSS)			
	10	15	20	25
0	0	0	0	0
1	2	3	4	5
2	4	6	8	10
3	6	9	12	15
4	8	12	16	20
5	10	15	20	25