

No. DTR (RT)/80/G(10.14)

Dated the 16th February, 1982

To

All Home Secretaries/Transport Secretaries of States/Union Territories

Subject : National Highways Patrolling Scheme

This Ministry has been examining the feasibility of introducing a scheme of National Highways Patrolling as a measure preventing occurrence of road accidents and enforcing traffic discipline on the National Highways. Various aspects of the question have been discussed in detail in an interdepartmental meeting.

2. A copy of the Draft Scheme of National Highways Patrolling is enclosed. It has been prepared in consultation with the Bureau of Police Research and Development, Ministry of Home Affairs.

3. Briefly, Draft Scheme envisages that there would be a chain of Traffic Aid Posts (TAPS) located at every 50 kms on the National Highways. The Posts will serve as the monitoring centres for effective maintenance of traffic discipline and also to flash news of accidents if and when occurred. The Traffic Aid posts are to have a communication network, necessary equipment and requisite man-power to do the allotted duties effectively and efficiently. It envisages that the State Government shall administer the Traffic Aid Posts, where at the State level one of the DIGs of Police at Headquarters could supervise and co-ordinate its activities, who would also provide a link as regards information of accidents to the officer in the Central Government in the Ministry of Shipping and Transport. Estimates of expenditure, both recurring and non-recurring for establishing Traffic Aid Posts have been worked out, as given in the enclosed Draft Scheme. However, this will have to be further worked out by the State Governments on the basis of data relating to existing facilities and the proposed programme. According to the present assessment, each Traffic Aid Post will involve a recurring expenditure of Rs 50,000/- and non-recurring expenditure of Rs 2.44 lakhs.

4. All the State Governments are requested to offer their views and suggestions on various aspects of the Scheme. They are also requested to work out a suitable scheme for the respective States with detailed financial implications including the manner in which such an expenditure could be met. The Scheme to be worked out by each State should be based on the number of Traffic Aid Posts they would be setting in the State, taking into account the existing facilities etc.

#### ESTABLISHMENT OF TRAFFIC AID POSTS ALONG NATIONAL HIGHWAYS

##### Introduction

The road accidents especially in big cities of the country are showing an upward trend resulting in loss of precious lives and damage to property. The total road accidents increased from 55476 in 1960\* to 147651 in 1980\* registering an increase of 5% per annum. Similarly the fatalities increased from 5106 in 1960 to 24085 in 1980\*\*, resulting an increase of 7.9% per annum on an average. Although separate data on the accidents occurring on the National Highways are not available, it is well known that the absolute number of such accidents are going up. In Delhi, where the length of National Highways is comparatively small, 19.5% of fatal accidents and 14.2% of the total accidents occurred on the National Highways. This highlights the seriousness of the problem of road accidents on National Highways. Moreover, unlike in urban areas, it is becoming almost impossible to rush medical help to accidents victims in rural areas for want of a proper infrastructure in terms of communication and first-aid arrangements. It is in this context that the Ministry of Shipping and Transport (Transport Wing) are keen on establishing a system of highway patrol, backed by an effective communications network to flash news of accidents to Traffic Aid Posts which have to be provided with recovery vans, mobile cranes and first-aid arrangements to attend to the people/vehicles involved in the accidents.

\* Ref : Report on Road Accidents, 1977 by Central Road Research Institute, New Delhi.

\*\* Motor Transport Statistics.

#### DUTIES OF TRAFFIC AID POST

The duties assigned to the Traffic Aid Posts are as under :

- (i) to give assistance to the motoring public in matters of routes, information regarding nearest petrol pumps, hospitals and police stations and rest houses etc,
- (ii) to give assistance to the injured,
- (iii) to give assistance to vehicles which have broken down, and
- (iv) to convey messages regarding accidents etc., to the police stations, and
- (v) to help the traffic police in approaching defaulting motorists or in establishing the identity.

Those posts already existed in Maharashtra have been found useful for :

- (a) providing better security on the highways,
- (b) detection of overspeeding by vehicles,

- (c) detection of missing or stolen vehicles,
- (d) detection of vehicles involved in hit and run cases,
- (e) detection of smuggling of gold and other contraband goods,
- (f) detection of cases of kidnapping,
- (g) detection of cases of copper wire thefts,
- (h) clearing traffic during journeys of VIPs,
- (i) guiding the tourists with information about nearest doctors, post offices, police stations etc.

#### **PLAN FOR TRAFFIC AID POSTS**

- (a) **Location** : One Traffic Aid Post could be located at every 50 kms along the National Highways. It should however be ensured that the traffic aid post is located at such a place where there is no overlapping with the existing Police stations/Police outposts situated along the National Highways. Wherever Police Stations/Police outposts are already available, additional facilities could be provided to them to cater to the needs of new responsibilities.
- (b) **Staffing pattern** : One Head Constable and 7 constables (2 per shift) should be sufficient to man the traffic aid post (+ 1 reserve) round the clock. These constables will be trained in first-aid so that they will be able to render first-aid to the accident victims. All such posts in addition could be under the direct charge of the Supdt., of Police of the concerned district. If the number of such posts exceeds 16 in a district, there should be some supervising staff in the Distt. Police Headquarters. One post of Inspector, Sub-Inspector, Assistant Sub-Inspector each is considered sufficient for this work.

At the State level, one of the Dy. Inspector Generals of Police at the Headquarters, could supervise and coordinate the activities of all the traffic aid posts situated in the State.

At the national level, an officer of the rank of Inspector General of Police with necessary supporting staff can be posted in the Ministry of Shipping and Transport to whom all the State DIGs can report on the accidents, casualties and road safety matters. The existing Directorate of Transport Research will assist this office for the analysis of data of road accidents for identifying causative factors with a view to take speedy remedial measures. The Dte. of Transport Research will have to be strengthened by providing extra staff in order to take up the additional duties and responsibilities.

- (c) **Communication network** : Presently most of the Police Stations are provided with wireless communication facilities and 100% coverage is expected soon for the entire country. Communication link is available among police stations, District Headquarters and state capital and the National Capital is linked with all state capitals.

A 25 WATT VHF set, with a range of 40-50 kms is considered sufficient for the use by Traffic Aid Posts. Provision could be made for increasing the range, in case necessary, by modifying the antenna of the set.

- (d) **Equipment** : It is desirable to provide each Traffic Aid Post with a mobile crane and an Ambulance to attend to the Vehicle Break down on the highways and providing immediate medical aid to the injured, involved in road accidents. But in view of the large scale expenditure involved, to finance such a set-up, it is suggested that one mobile crane and an ambulance could be made available to the respective district Police headquarters for the use of the Traffic Aid Post, provided they are located within a range of 50 kms., from the District Headquarters. Since the Traffic Aid Posts could contact the district headquarters through wireless net-work, the services of the mobile crane and ambulance could be requisitioned without any loss of time from the district concerned or the neighbouring District or State. If the radial distance from the traffic aid post to the district headquarters is more than 50 kms., the above vehicles may be located at the traffic aid posts itself at the rate of one such vehicle for every 2 traffic aid posts.

In addition, the traffic aid posts should be provided with a first aid kit box, a tool box (for attending vehicle breakdown), a set of extricating tools and equipments such as pick axe, portable power saw, crow bars etc., stop sign-boards (reflecting type), torch light etc.

#### **Financial Implication**

In order to work out a realistic estimate for establishing a new-work of Traffic Aid Posts, it is necessary to have the following information :

- (i) Data on number of Police Stations/Police outposts located along National Highways.
- (ii) Whether they are provided with wireless communication net-work.
- (iii) Distance between two such Police Stations/Police Out-posts and the distance from P.S/Police outpost to District headquarters.
- (iv) Length of National Highway passing through each district and the maximum and minimum distance from district headquarters to the respective National Highway.

According to the available data, the total road length of National Highways is 31,335 kms. Assuming that a check-post is to be established at every 50 km. of National Highway, 628 check-posts will be required to cover the entire road new-work. However, this number could be brought down after taking into consideration, the possibility of entrusting the duties and responsibilities of Traffic Aid Post to the Police Station/Police outpost already located along the National Highways.

Estimated expenditure for establishing a Traffic Aid Post is Rs. 50,000/- per annum (recurring) and the non-recurring expenditure will be around Rs. 2.44 lakhs the details of which are given in Annexure-1.

## Annexure I

*RECURRING EXPENDITURE PER TRAFFIC AID POST*

S. No.	Category	Nos.	Pay Scale	Annual expenditure in lakhs
1.	Head Constable	1	260 - 350	0.044
2.	Police Constable		225 - 308	0.264
3.	Stationery	—	—	0.050
4.	Maintenance of equipment etc.	—	—	0.142
TOTAL :				0.500 (Approx.)

*NON- RECURRING EXPENDITURE PER 1 TRAFFIC AID POST*

S. No.	Item	Nos.	Unit cost	Expenditure in lakhs
1.	Recovery Vehicle	½	3,00,000	1.500
2.	Ambulance	½	1,00,000	0.500
3.	VHF Set	1	12,000	0.120
4.	Tools etc.	1	5,000	0.050
5.	First Aid Box	1	500	0.005
6.	Furniture	—	—	0.015
7.	Shelter	1	25,000	0.250
TOTAL :				2.440 (approx)