

No. PL-30 (29)/85

Dated the 27th March, 1985

To

All ROs/ELOs

As you must be aware, National Highway Patrolling Scheme has been formulated by the Ministry of Shipping and Transport as one of the important measures of road safety and to enforce traffic discipline on National Highways. The scheme has already been launched as a pilot project on five identified sectors of National Highways, viz. Delhi-Chandigarh (NH. 1), Ahmedabad-Surat (NH. 8), Bombay-Kolhapur (NH. 4), Calcutta-Durgapur (NH. 2) and Madras-Dindigul (N.H. 45). A brief note detailing the modalities of the envisaged scheme together with a complement of Traffic-Aid-Posts located approx. 50-60 kms with adequate equipment and personnel is enclosed for your reference and guidance.

2. The TAPs will serve as a monitoring centre for effective maintenance of traffic discipline and also to flash news of accidents as and when these occur. The basic duties and responsibilities of every TAP thus cover the task of immediate flashing of news of accident whenever any occurs, immediate removal of vehicle from the road, provision of First-aid taking the victims to the nearest medical centre, traffic regulation, constant patrolling and checking on traffic violations etc. as elaborated in the enclosed note.

3. In view of the importance of this scheme, the Central Government had decided to finance the scheme for an initial period of one year which includes the cost of equipment as well as that of personnel. The implementation of the scheme inclusive of the cost of personnel will thereafter be the **responsibility** of the respective State Governments. The State Governments have also been advised that they should formulate their own scheme and implement the same on the remaining sectors.

4. During one of the Review meetings in respect of Road Transport, the matter regarding the implementation of National Highway Patrolling Scheme was also discussed. Transport Secretary has desired that the officials of this Ministry including Superintending Engineers of the Roads Wing may make surprise checks to see the status of implementation of the scheme and functioning of TAPs. You are therefore requested to carry out periodic inspection of the TAPs in your jurisdiction and furnish a report in the prescribed proforma (copy enclosed) to Transport Wing/Roads Wing of the Ministry. This step will facilitate monitoring the efficacy and

functioning of the scheme and of proper utilisation of the funds allocated to the concerned State agency and will also provide necessary feedback with regard to impact of the scheme for prevention of road accidents and enforcement of traffic discipline and general reaction of the public regarding desirability/utility of Highway Patrolling Scheme etc.

PROFORMA FOR INSPECTION AND REPORTING ON THE IMPLEMENTATION OF THE NATIONAL HIGHWAY PATROLLING SCHEME AND FUNCTIONING OF TRAFFIC AID POSTS

National Highway Sector Inspected	No of TAPs		Location of TAPs	TAPs inspected	Status of availability of Equipment for TAPs WRT the sanctioned quantum	Status of personnel positioned that approved	Observations on Functioning of TAPs in relation to accident reporting, medical aid, spot clearance etc.	Observations on Patrolling and traffic discipline duties assigned to TAPs like check on over speeding and over loading, encroachment control, timely, road repairs, fixation of traffic signs/signals, vehicle fitness	Status of maintenance of register of road accidents and efficacy of the system in reducing/preventing accidents and rendering timely help	Comment impact of the scheme for prevention of road accidents & general reaction of public reg. utility/efficacy of scheme
	Sanctioned	Already set up								
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)

NOTE ON NATIONAL HIGHWAY PATROLLING SCHEME

Highway Patrolling Scheme has been considered as one of the most effective steps in the road safety programmes. The National Highway Patrolling Scheme envisages the setting up of Traffic Aid Posts approximately at every 50-60 kms. with adequate equipment and personnel. Such a Traffic Aid Post has the responsibility of flashing of news of accidents, as and when occurs, rendering immediate first-aid medical assistance to the victim of accidents and taking him to nearest medical centre, removal of the vehicle involved in accident from the road, and patrolling of the assigned area, discharging functions such as exercising check on over-loading and over-speeding and ensuring observance of road laws by the users of National Highways.

For the purpose of a pilot project, the five sectors of National Highways were identified in consultation with the Director General (Road Development) of this Ministry. The choice of these sectors, apart from their being accident prone due to heavy traffic, was that these would cover various regions of the country viz. Northern, Western, Eastern and Southern and that the results of the implementation of the scheme would serve an example for implementation of similar schemes in other areas of the region.

After consultation with concerned State Governments the National Highway Patrolling Scheme had been launched, as a pilot project, on five selected sectors of National Highways as per the details given below :

S. No.	Name of State	Highway	Sectors selected for patrol	No. of TAPS decided to be set up	No. of TAPs already set up
1.	(a) Haryana	NH. 1	Delhi-Chandigarh	5	5 (19.11.83)
	(b) Delhi	—do—	—do—	1	1 (31.5.84)
	(c) Punjab	—do—	—do—	1	1 (19.11.83)
2.	West Bengal	NH. 2	Calcutta-Durgapur	4	4 (14.1.84)
3.	Gujarat	NH. 8	Ahmedabad-Surat	5	1 (1.6.84)
4.	Maharashtra	NH. 4	Bombay-Kolhapur	10	10 (14.1.84)
5.	Tamil Nadu	NH. 45	Madras-Dindigal	10	1 (14.1.84)
				36	23

6. Out of 36 Traffic Aid Posts decided to be set up, 23 Traffic Aid Posts have already been made operational.

7. The pattern of Staff and Equipment for the Traffic Aid Posts, as agreed to in the meetings with the representatives of the States, is as follows :

A. Equipment Items for each Traffic Aid Post :

1. Crane (one for a certain number of TAPs)
2. Diesel Jeep/Station Wagon (Station Wagon-cum-Ambulance)

3. Ambulance
4. First-Aid-Box
5. **oxygen Cylinder**
6. Camera
7. Speed-radar
8. Misc. item like torches, identification bands on uniform badges, furniture.
9. Telephone to be provided by the State Governments
10. Wireless-Set VHF
11. Motor Cycle

B. *Requirement of Personnel for each TAP :*

- | | |
|-----------------------------------|---|
| 1. Sub-Inspector | 1 |
| 2. Head Constable | 3 |
| 3. Constable | 6 |
| 4. Male Nurse/Compounder | 1 |
| 5. Photographer (constable) | 1 |
| 6. Helper for Ambulance and Crane | 3 |
| 7. Driver of Ambulance | 2 |
| 8. Driver of Crane | 2 |
| 9. Driver of Patrol Vehicle | 2 |
| 10. Wireless Operator | 2 |

C. Each TAP is entrusted with the responsibility of

- (a) Flashing of news of accidents, as and when any mishap occurs,
- (b) rendering immediate first-aid medical assistance to the victims of accidents and taking him to nearest medical centre,
- (c) removal of the vehicle involved in accident from the road, and
- (d) regular patrolling of the assigned area, discharging functions such as exercising check on over-loading and over speeding and ensuring observance of road laws by the users of National Highways.

8. The duties and responsibilities of the Traffic Aid Post are further detailed as under :—

- (a) Constant patrolling through patrolling squads to regulate traffic to ensure the flow of traffic on Highways and avoid congestion :
- (b) immediate flashing of the news of the road accidents as and when it occurs;
- (c) provision of First Aid to the victim;
- (d) completing necessary legal formalities in consultation with the investigating police officers;
- (e) taking the victim to the nearest medical centre by appropriate care;
- (f) removal of the vehicle involved in the accident from the road;
- (g) intimating the concerned PWD authorities for repair of any road patch considered dangerous for the purpose of smooth movement of vehicles on the roads;
- (h) getting repaired through PWD the road patches of road caused due to rain or natural calamities like blocking of road by avalanches or other causes;
- (i) ensuring in consultation with the PWD Authorities the fixation of traffic signs and signals.
- (j) strict watch to ensure that there are no encroachments within the stipulated area along national highways;
- (k) to keep a watch on traffic violations such as over-speeding and over-loading which are hazardous to road safety and flash information regarding such cases to Competent Authority for suitable action. Similarly if at any time any run away vehicle or stolen vehicle is detected, the information should be flashed to the Police Control Rooms. Particular attention should also be given to the following aspects for ensuring safe traffic movement :
 - (1) the lighting system of the bus, truck and other vehicles;
 - (2) slow moving vehicles on separate lanes;
 - (3) fitness of the vehicle;
 - (4) speed limit;
- (l) providing general information to the motorists;
- (m) maintenance of registers of road accidents giving correct information as to the cause of accident and other details including vehicle condition/road condition etc.
- (n) maintenance of records like general information book, road maps, First-Aid Manual.

10. After the several meetings taken by Joint Secretary (Transport) with the representatives of the concerned State Governments/ Union Territory Administrations, the agreed pattern of requirements of Staff and equipment as finally emerged is as given in para 7 above. The estimates were worked out. In view of the newness of the schemes, exact financial requirements could not be pinpointed but tentative estimates were worked out, which indicated that for each TAP :—

- (i) the non-recurring cost (on equipment) would be Rs 6 lakhs;
- (ii) the recurring expenditure (on staff) would be Rs 2 lakhs.

11. For the year 1983-84, a provision was made of Rs 70 lakhs which was disbursed as follows :—

S. No.	Name of State	Salary (Rs in lakhs)	Equipment
1.	Haryana	2.00	15.00
2.	Delhi	—	3.50
3.	Punjab	0.40	3.10
4.	Gujarat	—	11.00
5.	Maharashtra	2.10	12.90
6.	Tamil Nadu	0.50	9.50
7.	West Bengal	2.00	8.00

The amount represented cost of equipment exclusive of crane and expenditure on staff from the date of setting up of TAPs.

12. For the year 1984-85, total provision for road safety programme including highway patrol scheme is of Rs 2 crores. Out of this amount, following release are already made :—

S. No.	Name of State	Salary (Rs in lakhs)	Equipment (Rs in lakhs)
1.	Haryana	6.40	10.50
2.	Delhi	1.68	3.00
3.	Punjab	1.28	3.40
4.	Gujarat	1.68	—
5.	Maharashtra	14.70	34.60
6.	Tamil Nadu	1.18	—
7.	West Bengal	4.72	11.00