

**O/o Transport Commissioner, Uttarakhand
Kulhan, Sahastradhara Road, Dehradun.**

Number: 1635/Enf/RS/1-8(3)/2018
To,

Dated 13 April, 2018

Secretary,
Committee on Road Safety,
Room No. 249, Vigyan Bhawan Annexe,
New Delhi-110011

Sub: Compliance report in respect of directions dated 08-12-2017, given by Hon'ble Supreme Court Committee on Road Safety

Sir,

Kindly refer to your letter number 28/CoRS/2014 dated 08th December, 2017 and letter number 3/2018/CoRS dated 06th April 2018, regarding the judgement delivered by the Hon'ble Supreme Court on 30.11.2017. In this regard the compliance report is being attached herewith.

Enclosed: As above.

Yours truly,

(Sunita Singh)

Additional Transport Commissioner,
Gd Uttarakhand.

Number: /Enf/RS/1-8(3)/2018 , Dated April, 2018

Copy for information and necessary action to :

- 1- The Chief Secretary, Govt. of Uttarakhand, Dehradun.
- 2- Principal Secretary/Secretary, Transport/Home/PWD/Excise/Urban Development, Govt. of Uttarakhand, Dehradun.
- 3- Concerned HOD's.

(Sunita Singh)

Additional Transport Commissioner,
Gd Uttarakhand.

o/c

Supreme Court Directions dated 30-11-2017 (Compliance)

Name of State : Uttarakhand

S.No.	Directions	Compliance
1	Road Safety Policy: Most of the State Governments and Union Territories have already framed a Road Safety Policy. Those that have not framed such a policy namely Assam, Nagaland, Tripura, Delhi, Lakshadweep, Dadra and Nagar Haveli and Andaman and Nicobar Islands, must now formulate the Road Safety Policy by 31 st January, 2018. All States and Union Territories are expected to implement the Road Safety Policy with all due earnestness and seriousness.	Uttarakhand State Road Safety Policy has been notified vide notification number 98/ix-1/26/2015 dated 09.02.2016. All stake holder department have been directed to act accordingly vide letter number 884/Enf/RS/1-8(5)/2018 dated 23-02-2018.
2	State Road Safety Council: All States have already constituted a Road Safety Council in terms of Section 215 of the Motor Vehicles Act, 1988. The Union Territories of Daman and Diu, Dadra and Nagar Haveli and Andaman and Nicobar Islands have not constituted the Road Safety Council as yet. We direct these Union Territories to constitute the State Road Safety Council on or before 31 st January, 2018. The responsibility and functions of the Council will be as recommended by the Committee on Road Safety. The State Road Safety Councils should periodically review the laws and take appropriate remedial steps wherever necessary.	State Road Safety Council has been constituted vide notification number 549(1)/ix-1/23(2014)/2017 dated 24.07.2017 under the chairmanship of H'ble Transport Minister. Last meeting of the council was held on 09.02.2018.
3	Lead Agency: Only a few States have established	Lead Agency has been constituted vide notification number 1400/ix-

	the Lead Agency as recommended by the Committee on Road Safety in its communication of 23rd December, 2014. The States and Union Territories that have not done so should establish the Lead Agency on or before 31st January, 2018 in terms of the recommendations made by the Committee on Road Safety. It may be mentioned that the Lead Agency will act as the Secretariat of the State Road Safety Council and coordinate all activities such as licensing issues including issues of driving licences, registration of vehicles, road safety and features of vehicles, along with other allied matters including emission norms and other activities as mentioned in the communication dated 23rd December, 2014.	1/2016/90/2016 dated 17.12.2016 and notification number 1179/ix-1/2016/90/2016 dated 23.12.2016 under the chairmanship of Transport Commissioner. Presently officers from state transport, PWD, Education and Police department are working in the lead agency on full time basis. However further strengthening of the lead agency is under consideration.
4	Road Safety Fund: Some of the States have already established a Road Safety Fund. Those States and Union Territories that have not yet established the Road Safety Fund should do so not later than 31st March, 2018 and report back to the Committee on Road Safety. The corpus of the Road Safety Fund will be from the fines collected for traffic violations and the Fund will be utilized for meeting expenses relating to road safety.	State Road Safety Fund has been established in the state. 25% of the compounding fees realized by transport and police department is being allocated for the said fund. A budget provision of Rs 3.00 crore was made in the year 2017-18. Again a budget provision of Rs 7.00 crores has been made for the financial year 2018-19 in the said fund.
5	Road Safety Action Plan: The purpose of a Road Safety Action Plan is to reduce the number of road	Road Safety Action Plan has been submitted to MoRTH and SCCoRS vide letter number 3076/Enf/1-8(7)/RS/2016 dated 04.08.2016. All stake

	accidents, as well as the fatality rate. The MoRTH has already requested all the States and Union Territories to prepare a Road Safety Action Plan but it appears that the response to this has been somewhat lukewarm. The State Governments and Union Territories are therefore directed to urgently prepare a Road Safety Action Plan by 31st March, 2018 and put it into action after giving it due publicity.	holder departments have been asked to improvise their respective plans as per the directions of SCCoRS. Improvisation is under process.
6	District Road Safety Committee: A District Road Safety Committee is required to be set up by the State Government for every district in terms of Section 215(3) of the Motor Vehicles Act, 1988. As suggested by the learned <i>Amicus</i> and agreed to by the MoRTH, the District Road Safety Committee should be put in place by 31st January, 2018 and should be headed by the Collector of the District and should include amongst others the Superintendent of Police, Health Officers, Engineers of the Public Works Department, representatives of the National Highways Authority of India, the Road Transport Officer of the District and members of civil society from the District. The District Road Safety Committee must hold regular and periodic meetings to review road safety issues and take corrective measures.	As per the directions of SCCoRS District Road Safety Committee has been constituted vide notification number 549/ix-1/23(2014)/2017 dated 24.07.2017 under the chairmanship of District Magistrate. In compliance with the direction of the SCCoRS all DMs have been directed to hold monthly meetings.

7	Engineering Improvement: It appears that one of the main reasons for road accidents is the poor quality of roads, improper design, etc. The MoRTH is of the opinion that the protocol for road design and identification of black spots needs to be reviewed and enforced. Accordingly, it is directed that the MoRTH should publish a protocol for identification and rectification of black spots and take necessary steps for improving the design of roads to make them safe.	In compliance with the order of H'ble Supreme Court new protocol is to be finalized by MoRTH. Presently in Uttarakhand, black spots are being identified on the basis of definition given by MoRTH. In compliance with the current order of H'ble Supreme Court, a letter no. 908/inf/rs/1-8(38)/2018 dated 23-02-2018 has been sent to MoRTH for guidance. Further action will be taken according to new guidelines of MoRTH.
8	Traffic Calming Measures: It is suggested by the learned <i>Amicus</i> that traffic calming measures must be adopted at accident prone areas. This is agreed to by the MoRTH. However, such measures will need to be studied and then put in place. This is an on-going exercise which must be carried out by the Road Safety Committee with the assistance of the MoRTH and other stakeholders.	According to information provided by State PWD, 4165 kms out of total 12278 kms road has been covered by speed calming measures till December 2017. Remaining 8113 kms roads will be covered with traffic calming measures by the end of 2020.
9	Road Safety Audits: There is agreement, in principle, between the learned <i>Amicus</i> and the MoRTH to carry out Road Safety Audits. However, there appears to be a dearth of qualified auditors in Road Safety Engineering. The MoRTH supports the idea of capacity building. It is, therefore, directed that necessary steps be taken by the Committee on Road Safety as well as by the MoRTH to work in this direction since there	According to information provided by State PWD, 15 Road Safety Auditors have been empanelled vide letter no. 66/76yata(k)-U/2018 dated 12-01-2018. Information regarding the empanelment has been sent to all chief engineers for necessary action. A model RFP has also been sent to sub offices for further action. It is also to mention that in compliance with the order of H'ble Supreme Court work will be done according to new guidelines of MoRTH.

	can be little doubt that an audit of road safety is essential to reduce the possibility of road accidents through corrective measures.	
10	Engineering Design of New Roads: The MoRTH is of the view, and the learned <i>Amicus</i> is also in agreement, that the Road Safety Audit as mentioned above should include the design stage audit of new road projects of 5 kms or more, rather than being based on the cost of the project. It is ordered accordingly.	PWD department has issued the guidelines to include the design stage audit regarding the projects more than 5Km road length vide letter no. 80/76yata(k)-U/2018 dated 17.01.2018.
11	Working Group on Engineering: The Working Group on Engineering (Roads) has already submitted a Report which is available with the Road Safety Committee as well as the MoRTH. This Working Group was constituted pursuant to the decision taken in the meeting of the 12th National Road Safety Council held on 25th March, 2011. The recommendations of the Working Group should be implemented in the terms prayed for by the learned <i>Amicus</i> as well as those accepted by the MoRTH. These will, of course, be in the nature of interim directions since the National Road Safety Board is likely to be created as proposed in the Motor Vehicles (Amendment) Bill, 2017.	According to information provided by State PWD, the recommendations of the Working Group is concerned about training, Road Safety Audit, traffic calming measures, road design, bypass, flyover, road marking etc. State PWD is complying with the recommendations.

12	Drivers' Training: This is the subject matter of the Motor Vehicles (Amendment) Bill, 2017 and no orders are required to be passed in this regard.	This compliance is not due from the state.
13	Lane Driving: The MoRTH has already issued Motor Vehicles (Driving) Regulations, 2017 vide G.S.R. 634 (E) dated 23 rd June, 2017. The Notification should be implemented by the State Governments and Union Territories strictly.	All RTOs/ARTOs/MVIs and Police officials have been directed for compliance of Motor Vehicles (Driving) Regulations, 2017 vide letter no.60/enf/rs/1-8(58)/2018 dated 02-01-2018. These regulations are also uploaded on departmental website for information to public and road users.
14	Road Safety Equipment: The Bureau of Police Research and Training has already prepared a Report on the subject and has submitted it to the Road Safety Committee in September, 2015. The recommendations in the Report should be implemented including acquisition of cameras and surveillance equipments in detecting traffic and identifying violators. It is also necessary to set up special patrol forces along the National Highways and State Highways for which necessary steps must be taken by the State Governments and Union Territories.	Director, Traffic has been appointed by the Govt of Uttarakhand. Proposal for sanction of structure of directorate is under consideration. Presently police department has 220 alcometers, 140 CCTV cameras, 4 interceptors, 38 speed guns, 29 cranes. In the meeting held on 06-03-2018 under the chairmanship of Chief Secretary, 100 CCTV cameras, 02 drone cameras, 06 interceptors, 12 cranes, 17 alcometers, 30 speed guns have been approved. Procurement of equipments is under process.
15	Alcohol and Road Safety: The MoRTH has already written to the States to comply with orders of this Court in this regard. The MoRTH may issue further advisories in this regard on a quarterly basis during the calendar year 2018 so as to serve as a reminder to the State Governments and Union Territories to implement the directions	According to information provided by excise department, in compliance with the order of H'ble Supreme Court, 136 shops has been removed from highways.

	of this Court.																					
16	Road Safety Education: The learned <i>Amicus</i> as well as MoRTH are in agreement that road safety education and counselling should be incorporated in the curriculum by the State Boards by 1 st April, 2018. It is directed that the State Governments may seriously consider this recommendation and include Road Safety Education and Counselling as a part of the school curriculum at the earliest.	From this year 2018-19 it has been decided by the govt. of Uttarakhand to introduce only NCERT books for classes 1 to 12. Therefore addition of Road Safety in the syllabus will be done at the level of NCERT itself.																				
17	Speed Governors: Guidelines in this regard have already been issued by the MoRTH. The MoRTH has agreed to upload the Unique Identification Number of the speed governors in the VAHAN database. This should be followed up by the MoRTH with expedition.	All new vehicles are fitted with Speed limiting device as per notification under CMVR, 1989. 09 dealers have been approved for retro fitment of SLD on old transport vehicles in the state.																				
18	Emergency Medical Care: There is agreement that at least one Trauma Care Centre should be set up in every district with necessary facilities and an ambulance. The State Governments and Union Territories should take up this recommendation at the earliest since it is on record that treatment soon after a road accident is crucial for saving the life of the victim. In this context, it may also be mentioned that this Court has issued certain directions in <i>Pt. Parmanand Katara v. Union of India</i> ¹ which should be followed.	According to information provided by health department information regarding the trauma centre is as under- Detail of trauma centre established in Uttarakhand <table><tr><th>Sr.no.</th><th>Name of District</th><th>Place</th><th>Procuring of equipment is not complete.</th></tr><tr><td>1</td><td>Dehradun</td><td>SPS Hospital, Rishikesh</td><td>There is a shortage of Medical and Paramedical staff</td></tr><tr><td>2</td><td></td><td>CHC, Vikasnagar</td><td></td></tr><tr><td>3</td><td>Almora</td><td>Govind Singh Mahara govt. hospital, Ranikhet</td><td></td></tr><tr><td>4</td><td></td><td>Pt. Goverdhan Tiwari Base</td><td></td></tr></table>	Sr.no.	Name of District	Place	Procuring of equipment is not complete.	1	Dehradun	SPS Hospital, Rishikesh	There is a shortage of Medical and Paramedical staff	2		CHC, Vikasnagar		3	Almora	Govind Singh Mahara govt. hospital, Ranikhet		4		Pt. Goverdhan Tiwari Base	
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			Hospital, Almora
5	Haridwar		Joint Hospital, Roorkee
6	Udhamsinghnagar		Joint Hospital, Kashipur
7	Chamoli		District Hospital, Gopeshwar
8			CHS, Kamprayag
9	Uttarkashi		District Hospital, Uttarkashi
10	Bageshwar		District Hospital, Bageshwar

Detail of trauma centre, construction of which is completed

Sr.no.	Name of District	Place	
1	Udham singh nagar	CHC, Khatima	Process of post creation is under consideration
2	Champawat	Joint Hospital, Tanakpur	
3		CHC, Lohaghat	
4	Tehri	Kandisaur (Cham), Tehri	
5	Pauri	Base Hospital, Kotdwar	

Detail of trauma centre, sanctioned by GoI

Sr.no.	Name of District	Place	Under construction
1	Nainital	Medical College, Haldwani	Level -II
2	Haridwar	Joint Hospital, Roorkee	Level-III
3	Tehri	District Hospital, Burari	Level-III
4	Dehradun	Doon Medical College, Dehradun	Level-II
		Presently number of ambulances available with health department- 135	
		Ambulance running under 108 -	138
		Boat ambulance running under 108 -	01
19	Universal Accident Helpline Number: The MoRTH has stated that there is already a call centre number, that is, 108 provided by the National Health Mission. Due publicity must be given to this so that an ambulance can be activated at the earliest whenever necessary.		
20	Permanent Road Safety Cell: All State Governments and Union Territories have already been requested by the MoRTH to set up Road Safety Cells. The State Governments and Union Territories should establish Permanent Road Safety Cells by 31 st January, 2018.		
21	Data Collection: The MoRTH has already taken steps for recording accident data and reports through computerised data entry. The State and Union Territories have been asked to take further		
	Road Safety Cell is constituted in PWD department vide office order no. 391/76yata(k)-U/2017 dated 12-07-2017.		
	A request letter no. 905/enf/rs/1-8(40)/2018 dated 23-02-2018 has been sent to MoRTH for providing log-in ID and password for the said software. It is also to inform that Police Department is compiling the accident data		

	action in this regard and make the data public for the information of all stakeholders. This needs to be followed up and no further orders are necessary in this regard.	according to format provided by MoRTH.
22	GPS : The MoRTH has already notified vide G.S.R. No. 1095 (E) dated 28 th November, 2016 mandating the fitment of vehicle location tracking devices in all public service vehicles subject to some exceptions. Since this has cost implications, the MoRTH may assist the State Governments and Union Territories to ensure that to the maximum extent possible and within the shortest time frame, location tracking devices must be fitted in all public service vehicles as notified.	Rule 125G has been incorporated in CMVR vide notification no. 1095 (E) dated 28-11-2016, according to this notification GPS and Emergency Button is made compulsory in all public service vehicles with wef 01-04-2018. In compliance with the order of H'ble Supreme Court directions has been issued to all RTAs/STA vide letter no. 907/enf/rs/1-8(61)/2018 dated 23-02-2018 for implementation of the provision of CMVR.
23	Bus/Truck-Body Building Code: This has already been notified by the MoRTH with regard to buses vide G.S.R. No. 287 (E) dated 27 th April, 2014 and with regard to trucks vide G.S.R. No. 1034(E) dated 2 nd November, 2016. No further orders are necessary in this regard.	All RTOs/ARTOs/MVIs have been directed for compliance of the provision of CMVR vide letter no.911/enf/rs/1-8(42)/2018 dated 24-02-2018.
24	ABS, Air Bags and Headlights: The MoRTH has already notified for fitment of ABS in motor cycles vide G.S.R. No. 310(E) dated 16 th March, 2016 and for four wheelers vide G.S.R. No. 120(E) dated 10 th February, 2017. As far as air bags are concerned a standard AIS-145 has already been notified. As regards automated	All RTOs/ARTOs/MVIs have been directed for compliance of the provision of CMVR vide letter no.911/enf/rs/1-8(42)/2018 dated 24-02-2018.

	headlights, the MoRTH has notified vide G.S.R. No. 188(E) dated 22nd February, 2016 for fitment of "Automated Headlights On" in two wheelers manufactured on or after 1st April, 2017. No further orders are required in this regard except the faithful implementation of the various notifications issued by the MoRTH.	
25	Crash Test: This too has been notified by the MoRTH and the test for all light motor vehicles is required to be conducted by the testing agency notified under Rule 126 of the Central Motor Vehicles Rules, 1989. No further orders are required in this regard except the faithful implementation of the notifications and crash standards issued by the MoRTH.	Compliance on this point is not due from the state.


 (Sumita Singh)
 Additional Transport Commissioner,
 Gd
 Uttarakhand.