



ENGINEERING

Road Engineering
Black Spot Management
Vehicle Engineering

ENFORCEMENT

Automated Enforcement
Road Worthiness
Citizens Portal

EDUCATION

Road Safety Training Center
Road Safety Corner
Traffic Training Center

EMERGENCY CARE

Response Time
Pre-Arrival Intimation
TRIAGE Protocol

Rajasthan Road Safety Road Map 2020

Government of Rajasthan

Table of Contents

Introduction	2
The Road Safety Road Map for Rajasthan based on TN Model	2
State Level Initiatives Through Lead Agency	3
Transport Department.....	7
Police Department	10
Medical & Health Department.....	12
Road Owning & Managing Agencies	15
Education Department	17
Strengthen Institutional Mechanism on Road Safety	21
State Level	23
Divisional Head Quarter Level	26
District Level.....	27

Rajasthan Road Safety Road Map Including Best Practices of TN Model

Introduction

Government of Rajasthan is committed to reduce road crashes, fatalities and injuries caused by them. Under the umbrella of the State Road Safety Cell (the Lead Agency), Transport Department is working in close coordination with various road safety stakeholders to improve the road safety scenario in the state.

In the recent review of the state's road safety scenario by the Hon'ble Supreme Court Committee on Road Safety, it was brought in consideration to the Government about the initiatives taken by the Tamil Nadu Government to curb road crash deaths.

Looking at the appreciable results in Tamil Nadu, a team of officers of State Road Safety Cell and Police Department under the Chairmanship of Secretary & Transport Commissioner visited Chennai (4th to 6th Dec 2019) to study the road safety model of Tamil Nadu and submitted a detailed report to the Government of Rajasthan.

The analysis of the initiatives taken by the Tamil Nadu Government reveals that that they have primarily focussed on two core areas of road safety viz. Trauma Care and Enforcement. As a result, the number of fatalities in Tamil Nadu have declined by 39% whereas number of accidents have reduced only by 20% over the last four years. A comparative tally of road accidents and fatalities reported in 2016 to 2019 in Tamil Nadu and Rajasthan is given below.

Road Accidents and Fatalities in Tamil Nadu and Rajasthan (2016-2019)

State	Year	Accidents	Fatalities	%age (+/-) in fatalities from base year 2016
TN	2016	71431	17218	-
	2017	65562	16157	-6.16%
	2018	63920	12216	-29.05%
	2019	57228	10525	-38.87%
RJ	2016	23066	10465	-
	2017	22112	10444	-0.20%
	2018	21743	10320	-1.39%
	2019	23480	10563	+0.94%

The Road Safety Road Map for Rajasthan based on TN Model

Based on the analysis of initiatives taken by the Tamil Nadu Government in the field of road safety and its appreciable results, the Government of Rajasthan has decided to adopt the Tamil Nadu model of road safety by customizing certain interventions according to conditions prevailing in Rajasthan. As an added initiative, the Government has targeted to prepare a comprehensive road map on the lines of TN model which has been announced by the Hon'ble Chief Minister of Rajasthan in its Budget Declaration 2020-21 at point number 129, which states that:

129. परिवार में असमय हुई मृत्यु मानसिक, सामाजिक एवं आर्थिक आघात लाती है। राज्य में हर साल लगभग 10 हजार 500 व्यक्ति सड़क दुर्घटनाओं में काल कवलित हो जाते हैं। इन सड़क दुर्घटनाओं में कमी कैसे हो, इसके लिए हमारी टीम तमिलनाडु मॉडल का अध्ययन करके आयी है। तमिलनाडु, सड़क दुर्घटना मृत्यु दर में 30 प्रतिशत की कमी लाकर सड़क सुरक्षा के क्षेत्र में अग्रणी राज्य बन चुका है। हम सब मिलकर राजस्थान में ऐसा क्यों नहीं कर सकते। सड़क दुर्घटनाओं से होने वाली मृत्यु दर को कम करने के लिए तमिलनाडु की तर्ज पर रोड मैप तैयार किया जायेगा। साथ ही, मुख्यमंत्री की अध्यक्षता में एक कमेटी का गठन किया जायेगा, जिसमें संबंधित विभागों के मंत्रीगण, मुख्य सचिव, डीजीपी, अतिरिक्त डीजीपी यातायात एवं संबंधित विभागों के प्रशासनिक सचिव शामिल होंगे। यह कमेटी वर्ष में दो बार स्थिति की समीक्षा करेगी। सड़क दुर्घटनाओं की रोकथाम के लिए समर्पित सड़क सुरक्षा कोष की स्थापना की गई है, जिससे लगभग 100 करोड़ रुपये की राशि उपलब्ध करवाई जायेगी।

In the purview of the above Budget Declaration, the Government of Rajasthan proposes a comprehensive Rajasthan Road Safety Road Map - 2020 based on the Tamil Nadu road safety model comprising the following state-wise and department-wise road safety initiatives. To effectively implement road safety road map, active participation from stakeholders is expected for undergoing planning, creating benchmarks, setting up milestones and timelines for road safety activities. It is evident that there are several issues in road safety that demand coordinated efforts from multiple stakeholders. Close coordination among stakeholders shall pave way for achieving goals followed by effective monitoring of the activities. The interdepartmental coordination shall be required at all the level including state, district and sub-district level. To monitor the activities proposed in the road map it highly recommended to strengthen the road safety institutional mechanism including state, divisional and district levels. The Lead Agency, being at the apex, shall issue necessary guidelines from time to time to strengthen the coordination framework among stakeholders.

1. State Level Initiatives Through Lead Agency

S. No.	Measures to be Taken	Type of Measures	Budget Provision
1.1	<p>Integrated Road Accidents Database (IRAD)</p> <p>With a view to accurately identify accident spots and taking corrective measures at project and policy level, the Ministry of Road Transport & Highways (MoRTH) is working on a project titled Integrated Road Accidents Database (IRAD) with the</p>	Long Term	MoRTH and RS Fund

	<p>primary purpose of enhancing road safety, generating insights through the analytics dashboard, forecasting, analysing trends and integrating and disseminating data. The stakeholders for the system include Police, Transport, Highways and Medical & Health. Rajasthan has been selected as one of the pilot states for implementation of IRAD. The project will facilitate a central IRAD registry to host all the accident data, updated and accessed through customized interfaces for the various actors and stakeholders.</p>		
1.2	<p>MOU with IIT, Madras</p> <p>The successful road safety model implemented by the Tamil Nadu had been developed with the help of IIT, Madras. The prescribed collaborative systems approach on road safety was developed in the RBG Labs, IITM. A joint team of State Road Safety Cell, Transport Department and Police has paid a visit to study the RBG Labs Transportation Safety Framework. Based on the observations and implied outcome, it has been decided to replicate in the state of Rajasthan to bring a comprehensive improvement in the road safety scenario. To plan the strategy and implement the road safety framework in Rajasthan, IIT Madras has proposed to enter an MOU with the State Government under which IITM would provide assistance to meet the following framework objectives:</p> <ul style="list-style-type: none"> • Building capability of the core road safety team in Rajasthan. • Develop strategies for integrating all stakeholder departments in the State of Rajasthan. • Develop a road map towards reaching zero deaths from RTA. • Customize and provide data collection 	Short Term	RS Fund

	<p>software already developed by IITM to have data driven policies and initiative in accident reporting, trauma care and injury reporting.</p> <ul style="list-style-type: none"> • Develop detailed work packages for implementation of safe roads in the State of Rajasthan. 		
1.3	<p>C.M. Road Safety Award</p> <p>The Hon'ble Chief Minister of Rajasthan has announced Road Safety Award for three best performing districts in Budget Declaration 2020-21. A sum of Rs. 25 lacs, Rs. 15 lacs and Rs. 10 lacs shall be awarded to the district administration for reducing road crash fatalities and following guidelines issued by the Government. This would encourage the district level officers to have active participation in road safety activities and achieve targets.</p>	Short Term	RS Fund
1.4	<p>Develop Traffic Parks in all Districts</p> <p>According to the Budget Declaration 2020-21, Government of Rajasthan shall establish traffic parks in all the districts. These parks shall be used to create awareness on road safety. Students of schools/colleges, members of road safety clubs and general public shall visit these parks to enhance their road safety knowledge.</p>	Long Term	RS Fund
1.5	<p>Strengthen Institutional Mechanism on Road Safety</p> <p>To plan effective road safety strategies and have judicious implementation of activities defined in the Road Safety Road Map followed by effective monitoring, it is required to strengthen the institutional mechanism on road safety at all the levels. In compliance to the direction of Supreme Court Committee on Road Safety a state level Lead Agency was established in June 2016. Officers from various stakeholder departments such as Police, M & H, LSG</p>	Long Term	RS Fund

	<p>and PWD were deputed in the Lead Agency and sit under one roof. The Lead Agency mainly functions as secretariat to various state level committees, coordinates with stakeholders, ensures time bound compliance of directions of SC Committee and regularly report back to SCC, ensures implementation of road safety activities in the state, allocates budget for road safety activities, convene meetings of various state level road safety committees and create action plan for road safety etc. The Lead Agency is responsible for the compliance of directions issued by SC Committee and their implementation, evaluation, monitoring and submitting compliance reports regularly after collecting it from the concerned stakeholders.</p> <p>Rajasthan the largest state in the country and comprises 33 districts which is divided into 7 administrative divisions. Looking at the number of stakeholders involved, volume of activities, need of effective implementation of tasks followed by evaluation and monitoring, having only one Lead Agency is insufficient to carry out all the tasks described. Thus, it is required to strengthen the institutional mechanism on road safety at:</p> <ul style="list-style-type: none"> i) State Level (Short Term) ii) Divisional HQ Level (Short Term) iii) District Level (Long Term) <p>The detailed plan for strengthening the institutional mechanism is described at the end of this document.</p>		
1.6	<p>Develop a Web Portal on Road Safety</p> <p>Considering the volume of information to be disseminated to stakeholders and to create awareness in public about road</p>	Short Term	RS Fund

	<p>safety, the Government shall launch a dedicated web portal (e.g. roadsafety.rajasthan.gov.in) on road safety. The following content shall be made available through the web portal: Road Crash Statistics – State and District, Daily Dashboard, Road Safety Education and Awareness IEC Material, Orders and Notifications Related to Road Safety, Road Safety Workshops & Activities Organized in the State, List of Empanelled NGOs on Road Safety, Acts/Rules Related to Road Safety (MVAC – 2019, CMVR, RMVR, MVDR 2017 etc.), List of Traffic Offences and Penalties, Road Safety Action Plan for the State and Districts, Important Meeting Notifications, Minutes of Meeting, Action Taken Reports and Supreme Court Committee on Road Safety Guidelines, Compliance Reports Submitted by Stakeholders etc.</p>		
--	--	--	--

2. Transport Department

S. No.	Measures to be Taken	Type of Measures	Budget Provision
2.1	<p>Supply of Helmet by OEM/Dealers</p> <p>It has been observed, especially in suburban and rural areas, that two-wheeler rider and pillion to not wear helmet while driving. To ensure mandatory supply of standard headgear at the time of purchase of two-wheeler, the Government shall notify the supply of standard headgear by the OEM or the Dealer. Supply of standard headgear by manufacturer is also covered under section 138[f]¹ of CMVR, 1989.</p>	Short Term	NA
2.2	<p>Road Safety Training Centres in RTO/DTO Offices</p> <p>The Government shall establish Road</p>	Long Term	RS Fund

¹ Clause (f) inserted by G.S.R. 589(E), dated 16-9-2005 (w.e.f. 16-3-2006)

	<p>Safety Training Centres in all Regional/District Transport Offices. These training centres shall be established with the objective to create awareness among public who visit RTO office for Learner's License, Registration of Vehicle, New Driving License and Renewal of Driving License. The centres shall be equipped with necessary audio-visual infrastructure and will be having different training and education modules for awareness of different kind of applicants including learner's license, renewal license and general public.</p>		
2.3	<p>Road Safety Corners at Dealers Point</p> <p>The Government shall also direct the dealers to develop Road Safety Corners at all two-wheeler and four-wheeler dealer showrooms for creating road safety awareness in the manner to educate customers and to ensure that every buyer is briefed about the road safety aspect before delivering the vehicle. The similar concept could also be replicated at all dealer workshops mainly in the lobby where customers usually wait.</p>	Short Term	NA
2.4	<p>Upgrade Manual Challan to E-challan</p> <p>Manual challan system shall be replaced by e-challan system in phased manner to enhance efficiency and transparency of enforcement system. Government of Rajasthan shall try to take necessary assistance from State Bank of India to provide E-challan machines free of cost to Transport Department.</p>	Long Term	SBI RS Fund
2.5	<p>Establish Automated Driving Testing Tracks</p> <p>To enhance quality of drivers the Government shall establish Automated Driving Testing Tracks in all RTO/DTO offices.</p>	Long Term	RS Fund

2.6	<p>Suspension of Driving Licenses</p> <p>According to the provisions of Motor Vehicle Amendment Act, 2019 and the directions of Hon'ble Supreme Court Committee on Road Safety, the Lead Agency shall issue necessary guidelines to suspend driving licenses of traffic law violators for at least three months for offences such as overspeed, using mobile while driving, red light jumping, drunken driving, overcrowding and carrying passengers in goods vehicles.</p>	Short Term	NA
2.7	<p>School Bus Inspection</p> <p>Safe transportation of school children is very important and it cannot be overlooked. To ensure safety of school children, the Transport Department Rajasthan shall conduct inspection of all school buses in the month of May every year. So that road worthiness of the buses could be ensured when the school opens after summer holidays. Buses not confirming the fitness norms, their fitness will be cancelled.</p>	Short Term	NA
2.8	<p>Incorporate Road Safety in ACR</p> <p>To strengthen road safety scenario and to have effective monitoring & evaluation at each level, road safety will be incorporated in the ACR of the Transport Department.</p>	Short Term	NA
2.9	<p>Other Road Safety Initiatives</p> <p>All the initiatives taken or assisted by the Transport Department to promote road safety among masses may be included in the road safety road map. The road safety initiatives may include activities like awareness drives, education programs and other social & cultural activities etc. for promoting road safety.</p>	Long Term	RS Fund

3. Police Department

S. No.	Measures to be Taken	Type of Measures	Budget Provision
3.1	<p>Review of Road Crashes by State D.G.</p> <p>The State DG shall regularly review the scenario of road accidents and enforcement on everyday basis and will direct the SPs wherever a serious accident has been reported in the districts.</p>	Short Term	NA
3.2	<p>Nominate Addl. S.Ps. as Nodal Officers</p> <p>The Additional S.Ps. will be nominated as nodal officers for road safety in all the districts. They shall be responsible for improving road safety scenario in their respective areas.</p>	Short Term	NA
3.3	<p>Incorporate Road Safety in ACR</p> <p>To strengthen road safety scenario and to have effective monitoring & evaluation at each level, road safety will be incorporated in the ACR of the police department.</p>	Short Term	NA
3.4	<p>Highway Patrolling on NH and SH</p> <p>The highway patrol vehicles of the police department will be stationed on the stretches of National and State Highways across the state within a distance of 50 kilometres each. The highway patrol shall clear damaged vehicles involved in road accidents, check over-speeding and to enforce traffic rules and also help road accident victims at accident spot as first responder.</p> <p>In Tamil Nadu, there are around 23 highway patrol vehicles per 1,000 km of road length on highways. In Rajasthan, the combined road length of NH and SH is around 25,000 km therefore, a fleet of around 575 highway patrol vehicles will be required to cover the entire road length. This will be implemented in a phased manner in the state. Each highway patrol</p>	Long Term	Police RS Fund

	shall be connected to a central command centre for monitoring.		
3.5	<p>GIS Mapping of Accident Spots</p> <p>Technology based solution such as IRAD will be used to capture real-time accident data. Thereafter, the state shall be divided into 2 km x 2 km grids and based on number of accident spots in each grid, the top 10 grids (or according to the requirement) in each district shall be identified where immediate accidents prevention measures needs to be taken. The GIS mapped grid pattern will be updated after every 6 months to review the latest scenario of accidents.</p>	Long Term	NA
3.6	<p>Establish ITMS on NH and SH</p> <p>Enforcement in urban areas is prevalent but it is negligible on National and State Highways. This encourage careless driving on highways and cause road crashes. The share of NH and SH in the state, in terms of road length, is very less as compared to the share of MDR, ODR and VR. On the contrary, the rate of road crash fatalities is higher at NH and SH. To strengthen enforcement on highways the Government recommend to adopt automated enforcement system by establishing Integrated Traffic Management System (ITMS) and Interceptors on Highways and Toll Plazas. A centralized command centre linked with VAHAN shall also be setup to issue and disburse electronic challans.</p>	Long Term	RS Fund
3.7	<p>Develop a Citizens Portal/App</p> <p>To strengthen enforcement in the state, a citizen portal/app shall be developed that allows the general public to upload complaints of traffic violations they witness in real time. After a complaint is being uploaded, police after confirming the incident shall generate and issue the e-</p>	Short Term	RS Fund

	challan to the violator.		
3.8	<p>Establish Traffic Training/Counselling Centres</p> <p>Selected Police Stations in the state shall be designated as Traffic Training/Counselling Centres. Violators who are caught driving without helmet and seatbelt will be required to visit the Traffic Training Centres to impart training in addition to offence booking and imposing fine. At present, at selected places helmet and seatbelt offenders are sent to the counselling centres.</p>	Long Term	RS Fund
3.9	<p>Upgrade Manual Challan to E-challan</p> <p>Manual challan system shall be replaced by e-challan system in phased manner to enhance efficiency and transparency of enforcement system. Government of Rajasthan may take necessary assistance from State Bank of India to provide E-challan machines free of cost to Police Department on the lines of Tamil Nadu.</p>	Long Term	SBI RS Fund

4. Medical & Health Department

S. No.	Measures to be Taken	Type of Measures	Budget Provision
4.1	<p>Rajasthan Accident & Emergency Care Initiative (RAECI)</p> <p>To strengthen trauma and emergency care network in the state, the Government will launch Rajasthan Accident & Emergency Care Initiative (RAECI) as a wing of state health department. The main objective of RAECI will be to strengthen Trauma Care by upgrading existing health facilities as Trauma Stabilization Unit (TSU) / Primary Trauma Centres (PTC), improve emergency response, ensure definitive treatment of the injured within Golden Hour. According to the Hon'ble Chief Minister's Budget Declaration 2020-21, 40 Community Health</p>	Long Term	M & H RS Fund

	<p>Centres shall be upgraded to Primary Trauma Centres.</p> <p>Under the RAECI initiative measures will be taken to enhance the response time through deploying ambulances on identified accident hotspots in grids of 2 km x 2 km, pre-position ambulances during festivals and fairs etc.</p>		
4.2	<p>Implement DTMF Technology</p> <p>Dual Tone Multi Frequency (DTMF) technology traces the appropriate location of the caller without availability of internet connection. Use of DTMF technology can help in minimising response time and aid dispatch. This will enable to take road crash victims to the hospital within the Golden Hour that will help in saving precious lives.</p>	Short Term	M & H
4.3	<p>Preposition Ambulances on Vulnerable Spots</p> <p>Based on GIS mapping of accidents and identified accident spots and vulnerable locations, the ambulances will be deployed on priority basis on such spots. This will help in reducing response time of the ambulances.</p>	Short Term	NA
4.4	<p>Preposition Ambulances During Festivals</p> <p>Rajasthan beholds rich culture and heritage. The state is famous for hosting a number of fairs, festivals and religious events. Based on the locations of events during the year, required number of ambulances shall be prepositioned such that immediate medical response could be provided in case of an accident.</p>	Short Term	NA
4.5	<p>Develop Pre-Arrival Intimation System</p> <p>To provide quick response to accident victims in Government and private hospitals, pre-arrival intimation system will be implemented. This will help the</p>	Short Term	NA

	trauma management team of the concerned hospital to make prior arrangements in the trauma centre to handle the accident victims. The Government shall issue a notification in this regard.		
4.6	Implement TRIAGE Protocol <p>TRIAGE Protocol is a system of segregating patients based on the severity of the injury. According to the severity the patients are categorized and transferred to Red, Yellow and Green Zones within the Trauma Centres. In the first phase, Capacity Building Workshops on Trauma Management and TRIAGE Protocol shall be organized for doctors and nursing staff of all the Government and private Trauma Centres. Thereafter, the protocol shall be implemented in all these Trauma Centres.</p>	Long Term	RS Fund
4.7	Integrate Private Ambulances with Government Emergency Services <p>To enhance the outreach of emergency services in the state, the private ambulances and ambulances of NHA I will be integrated with Government Emergency Services i.e. 108. Government shall develop and launch a platform to integrate private ambulances with 108/104 ambulances.</p>	Long Term	M & H RS Fund
4.8	Introduce Bike Ambulance Service <p>The Government shall launch bike ambulance service under the umbrella of 108 ambulance services. The basic objective of bike ambulances will be to stabilize the patient by providing first aid to the accident victim in congested urban areas where it is difficult to respond in time by a four-wheeler ambulance.</p>	Short Term	M & H RS Fund
4.9	Treatment of Road Accident Victims in Government and Private Hospitals <p>It has been observed that many private hospitals do not admit road crash victims as it incurs heavy medical cost of</p>	Short Term	M & H RS Fund

	<p>treatment. To ensure definitive treatment or stabilization of road crash victims for first 48 hours, a notification will be issued by Medical & Health Department for all hospitals to admit all sorts of road crash victims. The provision of treatment of road accident victim by private hospital has been included in the Budget Declaration 2020-21.</p> <p>In case, if a hospital is not equipped with trauma facilities, the hospital shall stabilize the patient before referring it to the nearest higher trauma care facility. In addition, the referring hospital shall also inform the higher trauma facility whenever a patient is transferred for the referral. Further, the Government will also introduce a scheme for providing free treatment of road crash victims for first 48 hours by private hospitals and trauma centres.</p>		
--	--	--	--

5. Road Owning & Managing Agencies

S. No.	Measures to be Taken	Type of Measures	Budget Provision
5.1	<p>Audit of Vulnerable Existing Roads</p> <p>In compliance to the directions of Supreme Court Committee on Road Safety and the recommendations given by the DIMTS audit conducted by SC Committee, it is mandated to conduct road safety audit of all existing vulnerable roads in the state by a third-party road safety auditor. All the road owning and managing agencies have started the audit process. In response to the recommendation, all the agencies have submitted timeline frame for conducting road safety audit up to year 2022 stating the target of each year. The agencies shall be required ensure completion of the audit withing the stipulated period of time.</p>	Long Term	Concerned Road Owning Agency

5.2	<p>Timebound Post Audit Compliance</p> <p>In compliance to the directions of Supreme Court Committee on Road Safety, road owning & managing agencies are undergoing audit of the existing roads. In the next step, the road owning and managing agencies shall ensure the timebound compliance of audit recommendations that were proposed in the audit report.</p>	Long Term	NA
5.3	<p>Installation of Traffic Calming Measures</p> <p>Based on the study of GIS mapping of vulnerable spots and vulnerable stretches and causes of accidents identified by the Police Department, the Road Owning Agencies must take appropriate measures at these vulnerable locations. Road Owning Agencies must ensure installation of Traffic Calming Measures on vulnerable locations on National and State Highways.</p>	Long Term	Concerned Road Owning Agency
5.4	<p>Develop Black Spot Management System</p> <p>An independent technology-based solution shall be developed or looking at the possibility to customize IRAD, the solution will be integrated within IRAD wherein details of blackspots will be stored and retrieved. The status of the black spot such as DPR Preparation, Work in Progress, Completed, Pending etc. shall be periodically updated by concerned Road Owning Agency. Stakeholder will be able to use this system for generating customized reports using various parameters such as getting list of blackspots district-wise, stretch-wise and according to the current status of the black spot.</p>	Short Term	RS Fund
5.5	<p>Post Rectification Monitoring of Black Spots</p> <p>Road Owning Agencies with the help of Police Department identify black spots and</p>	Long Term	NA

	later take necessary measures to rectify them. Government shall direct road owning agencies to develop a system with the help of police department to monitor the rectified black spots for at least three years. Any major accident occurring on the rectified black spot shall be thoroughly investigated jointly by road owning agency and police to find out possibility of lack of road engineering measure.		
5.6	<p>Regular Maintenance of Roads</p> <p>In compliance to the directions of SC Committee, the road owning & managing agencies regularly conduct road maintenance works which include:</p> <ul style="list-style-type: none"> • Junction Improvement • Speed Calming Measures • Maintenance of Bridges • Crash Barriers on Hilly Road and Roads Near Water Bodies • Lighting on Highways Near Habitat Area • Road Signs and Road Furniture <p>An annual maintenance report is also been shared to the Supreme Court Committee through the Lead Agency. The Lead Agency shall ensure random verification of maintenance works road owning and managing agencies shall also ensure verification</p>	Long Term	Concerned Road Owning Agency

6. Education Department

S. No.	Measures to be Taken	Type of Measures	Budget Provision
6.1	<p>Include Road Safety in School Curriculum (from class 1 to 12)</p> <p>Education Department, Government of Rajasthan has included road safety in school curriculum from class 6 to 10 which was earlier prepared and sent by Ministry</p>	Long Term	RS Fund

	<p>of Road Transport and Highways (MoRTH). Looking at the current perspective, it is proposed to include road safety in syllabus for class 1 to 5 and class 11 & 12 (in all streams including science, commerce and humanities). Education Department in consultation with State Road Safety Cell, Transport Department may design the syllabus to be included in the text books for class 1 to 5 and class 11 & 12. The possibility of getting the material (for class 1 to 5 and class 11 & 12) prepared through MoRTH may also be explored.</p>		
6.2	<p>Include Road Safety in College Curriculum (including Degree Colleges, Engineering, Management, Medical, Nursing, Polytechnic and B.Ed. etc.)</p> <p>At present road safety is not taught in any of the higher education institutes. It is very shocking to note that the share of fatalities caused due to road crashes for age group 18 – 25 years is 26% in Rajasthan (according to statistics of year 2018). Hence, there is a dire need to include road safety in college curriculum.</p> <p>Higher and Technical Education Departments, Government of Rajasthan in consultation with State Road Safety Cell, Transport Department shall prescribe the syllabus for road safety to be included in all higher education courses including Degree, Diploma, Engineering, Management, Medical, Nursing, Polytechnic and B. Ed. etc.</p>	Long Term	RS Fund
6.3	<p>Formation of Road Safety Clubs in all Government/Private Schools and Colleges and Conducting Activities</p> <p>In addition to getting acquainted with theoretical aspects of road safety, it is very much essential to gain practical knowledge of the subject through various interactive</p>	Short Term	RS Fund

	<p>activities.</p> <p>This can be achieved by organizing various events, workshops, competitions, quizzes, practical demonstrations related to road safety. The topics may include activities based on pedestrian safety, safe cycling, traffic rules, road signs, causes of accidents, demerits of distraction and importance of using safety gears (helmet, seatbelt and child restraint) etc. To ascertain participation of students and teachers in these activities it is essential to constitute Road Safety Clubs in all schools and colleges in every academic session.</p> <p>The State Road Safety Cell, Transport Department in consultation with Education Department Rajasthan has issued essential guidelines for formulation of Road Safety Clubs in all schools of the state. These guidelines will be revised and re-issued from time to time as per requirement to form clubs in all school and colleges.</p>		
6.4	<p>Capacity Building Programs on Road Safety for School Teachers and College Lecturers</p> <p>To inculcate essential aspects of road safety in children and to imbibe sense of being a responsible road user, it is important that the Mentors, Teachers and College Lecturers shall also undergo Capacity Building Training on road safety to understand severity and gravity of the issue. State Road Safety Cell, Transport Department shall frame guidelines from time to time to be circulated through the Education Department to conduct Capacity Building Programs for Teachers and Lecturers on various topics related to road safety.</p>	Long Term	RS Fund

6.5	<p>Strict Compliance of Bal Vahini Norms</p> <p>Transport Department had issued detailed Bal Vahini norms titled Bal Vahini Yojna vide Order No 23/2017 dated 29.06.2017. The School and College authorities shall ensure that all the norms specified in the order are strictly followed whether the cabs/buses owned by the institution or being run under contractual services. The level of compliance of Bal Vahini norms shall be regularly monitored by the enforcement agencies. The school/college administration shall maintain proper records of all the vehicles being used as Bal Vahini along with details of drivers, conductors/helpers deployed on the buses for each academic session. In addition, the institutions shall also prepare Transport Plan to ensure safe boarding and alighting of students. Road Safety Clubs formed in school and colleges may be actively involved in these activities.</p>	Long Term	NA
6.6	<p>Refresher Training and Medical Check-up for Bal Vahini Drivers and Conductors/Helpers</p> <p>In compliance to the Bal Vahini norms it is essential for the administration of all educational institutions to conduct Refresher Training on Road Safety, Basic Life Support at least once in two years and Medical Check-up once in every year for Bal Vahini drivers and conductors/helpers. The educational institutions shall also maintain record of all such trainings being conducted. The Bal Vahini Convening Committees formed under the Chairmanship of District SPs should ensure regular training and medical check-ups of Bal Vahini drivers/conductors as per the prescribed norms.</p>	Long Term	RS Fund

6.7	<p>Implement Measures to Prevent to Underage Driving</p> <p>Underage driving is an issue of serious concern. In the state, more than 600 children die in road crashes every year that include children who are driving or traveling as pillion/passenger. The legal age to drive a motor vehicle in India is 18 years. According to the Motor Vehicle Amendment Act, 2019 several provisions have been put in force to enforce driving a motor vehicle by a minor. In order to comply the provisions stated in the MVA, 2019 the Education Department shall float a policy to be followed by all government and private schools. In addition, school authorities shall issue necessary guidelines for parents for not giving vehicles to their children and encourage use of alternative safer modes of transportation. The practice of underage driving shall be discouraged from all stakeholders including Transport Department, Traffic Police, Education Department, Educational Institutions, Parents and Non-Government Organizations. Various NGOs registered in the state working for road safety can be engaged to create awareness among Teachers/Parents and Students about the amended provisions of the Motor Vehicle Act, 2019.</p>	Long Term	NA
-----	---	-----------	----

7. Strengthen Institutional Mechanism on Road Safety

For timely implementation of the activities enlisted in this Road Safety Road Map, all the concerned stakeholders in close coordination with the Lead Agency shall finalize a timeline for each task and the same shall be submitted to the Government. The state level interventions shall be implemented by the state authorities.

In order to have judicious implementation of activities defined in the road map it is essential to setup an effective monitoring and evaluation mechanism at different

levels such as State Level, Divisional Head Quarter Level and District Level. This will be achieved by strengthening the institutional mechanism on road safety at State, Divisional Head Quarter and District Level.

7.1 State Level

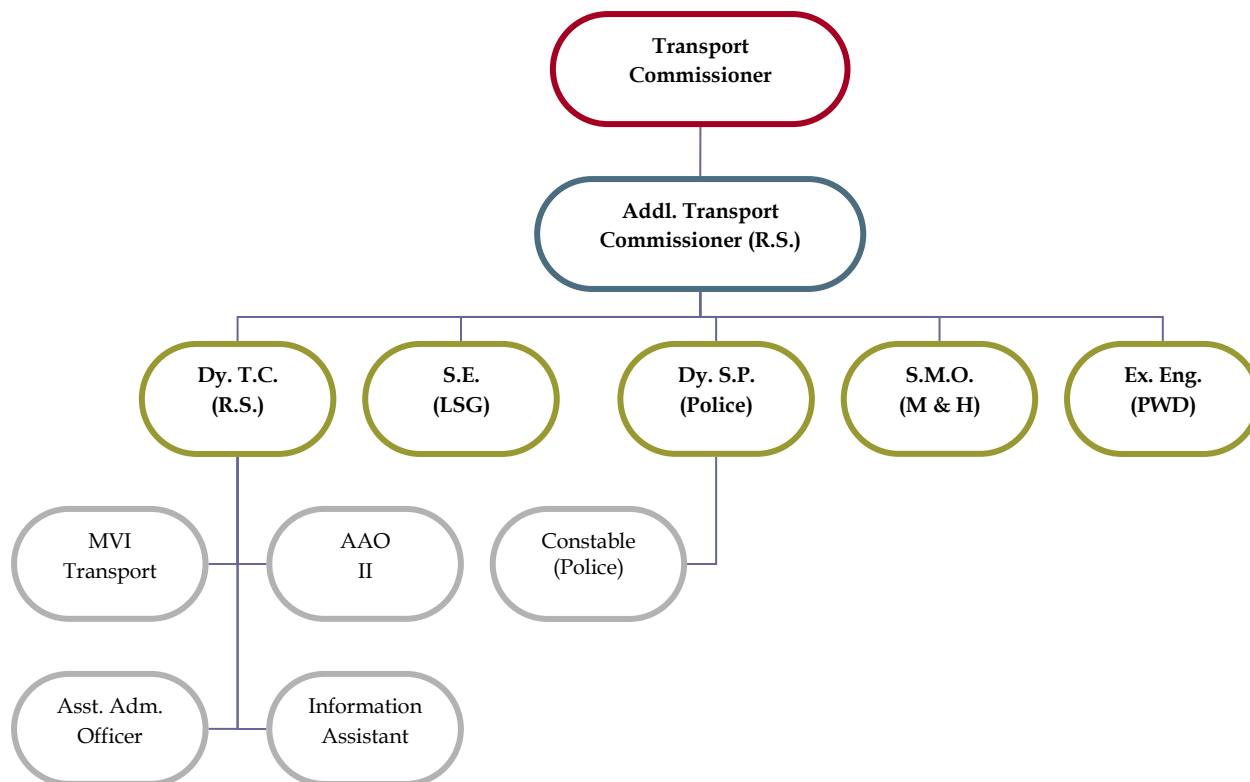
(a) Constitute a High-Power Committee in Chairmanship of Chief Minister

To have strong inter-departmental coordination among stakeholders and to monitor the road safety scenario at state level high-power committee in chairmanship of Chief Minister has been constituted vide order dated 12.03.2020. The hon'ble Ministers of Transport, Home, Medical & Health, UDH, Education, State DG, Principal Secretaries/Secretaries of stakeholder departments have been elected as Members of the committee whereas Secretary & Transport Commissioner has been elected as Member Secretary of the Committee. The members of the committee shall meet twice a year to review the state's road safety scenario.

(b) Strengthen Structure of State Road Safety Cell

In compliance to the directions of Hon'ble Supreme Court Committee on Road Safety and in order to fulfil the State Government's commitment towards reduction of road accidents/ fatalities/ injuries, State Road Safety Cell was constituted on 29.06.2016 vide order no F.10 (699) Trans/PD/2014/12165 in Transport Department. The Road Safety Cell comprising officials of various stakeholder departments including Police, Medical & Health, PWD, LSG and Education have been deputed for improved inter departmental coordination.

The State Road Safety Cell is the nodal agency reporting to Supreme Court Committee as single point of contact. It works as the Lead Agency in the state for improving road safety scenario. The Lead Agency acts as Secretariat to the State Level Road Safety Committees like Cabinet Sub Committee, State Road Safety Council, Transport Management Committee and also coordinates with all stakeholder departments/agencies. At present, the State Road Safety Cell is headed by Transport Commissioner under whom the concerned officers deputed from different departments function under one roof. The present structure of the State Road Safety Cell is described in the following organization chart:



Functions of the Lead Agency (State Road Safety Cell) are as follows:

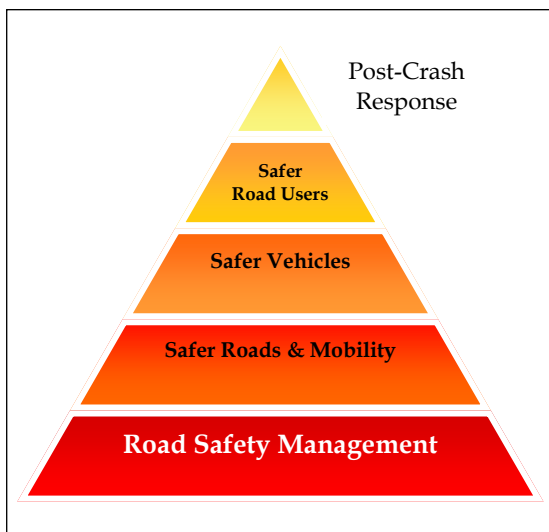
- It works as secretariat to the State Road Safety Council headed by Hon'ble Transport Minister.
- It works as secretariat to the Cabinet Sub Committee on Road Safety and the State Level Transport Management Committee.
- It ensures time bound compliance of directions issued by the Hon'ble Supreme Court Committee on Road Safety.
- It coordinates with all stakeholder department/agencies concerned with road safety.
- It ensures compliance of provisions of State Road Safety Policy through formulation and implementation of target-oriented Road Safety Action Plan.
- It prepares proposal for budget allocation and judicious expenditure on road safety measures.
- Convene regular meetings for Cabinet Sub Committee, State Road Safety Council, Dedicated Road Safety Fund Organizing Committee, Stakeholders for compliance of directions issued by Hon'ble Supreme Court Committee on Road Safety and other meeting as and when directed.
- It ensures holding of regular meetings of District and Sub Divisional Level Road Safety Committees and compliance of decisions taken at State Level through them.

- It monitors and ensure implementation of all other activities related to road safety in the state.

The major functions of the Lead Agency could be collectively categorized into the five categories that are defined as Five Pillars of Road Safety viz.

- i) Road Safety Management
- ii) Safer Roads & Mobility
- iii) Safer Vehicles
- iv) Safer Road Users
- v) Post-Crash Response

Out of these five pillars, the first four pillars mainly focus on preventive measures and the fifth takes cares about the post-crash response. Among these five pillars of road safety, the pillar Road Safety Management is the most important as it provides foundation for rest of the activities. This is illustrated in the Priority Pyramid described above. Road Safety Management defines the roadmap for functioning of



the entire road safety ecosystem. Therefore, it is needed to strengthen the foundation pillar by strengthening the road safety institutional mechanism.

Looking at the gravity of the issue, number of important functions to be performed and the momentum of actions needed, there is immense need to strengthen the structure of the State Road Safety Cell. The present structure of the State Road Safety Cell

mainly has officers of various stakeholder departments. To develop an effective model, it is highly recommended to strengthen the staffing to streamline the management down the line by filling the positions lying vacant² in the Road Safety Cell. In addition, two additional Information Assistants shall be provided that would collaboratively work to assist officers deputed from various stakeholder departments. The following table illustrates the post lying vacant against the approved posts and the immediate requirement:

² Administrative Report 2019-20, Transport Department Rajasthan

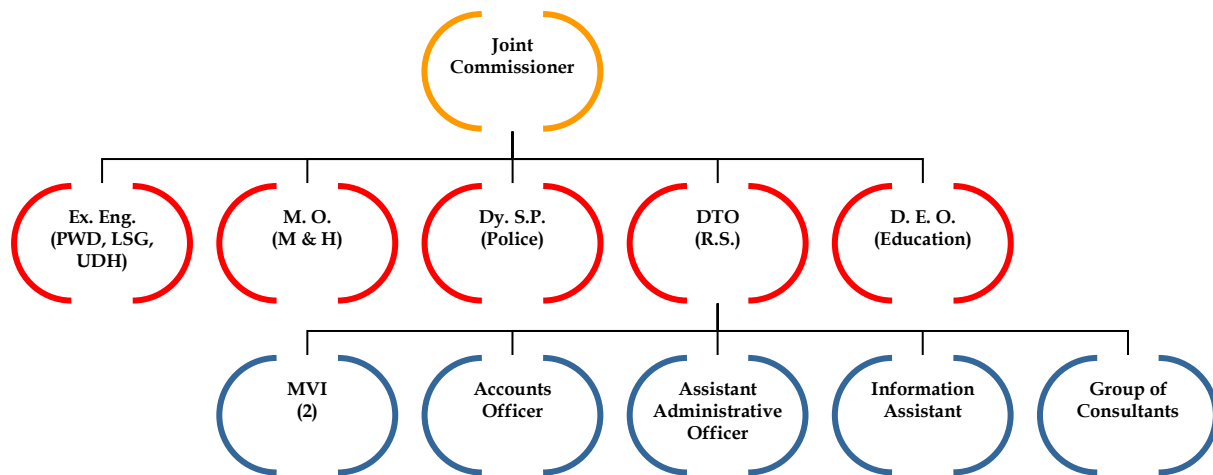
Post	Assistant Secretary	Assistant Statistical Officer	Programmer	Assistant Accounts Officer I	Information Assistant
Approved	1	1	1	1	2
Vacant	1	1	1	1	1
Immediate Requirement	1	1	1	1	4

As described, the above approved posts lying vacant shall be filled on priority basis in order to implement the interventions proposed in this road safety road map otherwise timely compliance of the SCC directions and proper coordination with stakeholders in districts will not be possible. The purpose of road safety cannot be met unless and until there is a proper mechanism throughout the state to carryout road safety works efficiently on priority basis. So there is need to create independent divisional and district level interdepartmental road safety cells.

7.2 Divisional Head Quarter Level

For improved coordination with districts, to analyse the district specific road safety issues and to prepare district level road safety action plan. The lead agency issued orders vide letter no. 37173 dated 06.06.2017 to form a District Road Safety Cell in each district chaired by the District Collector of the district. At present the District Road Safety Cells being constituted are similar to road safety committees that convene meeting on monthly basis to discuss road safety issues, which in terms is not sufficient to achieve the required goals and targets. Thus, the District Road Safety Cell must be constituted in lines of the State Road Safety Cell wherein officers from various stakeholder departments could work dedicatedly for the cause under one roof.

Considering the deficiency of workforce in stakeholder departments it is quite imperative that it is difficult to constitute dedicated District Road Safety Cell in all the districts at one go. Therefore, it is recommended that the dedicated District Road Safety Cells shall be constituted at seven Divisional Head Quarters in Rajasthan namely (i) Jaipur, (ii) Jodhpur, (iii) Ajmer, (iv) Kota, (v) Bharatpur, (vi) Bikaner and (vii) Udaipur. Instead, the District Road Safety Cells these shall be termed as Divisional Road Safety Cells which shall be responsible for coordinating with respective districts and reporting to the State Road Safety Cell. The proposed structure of the Divisional Road Safety Cell is as follows:



7.3 District Level

Establish Road Safety Taskforce in Each District

Strengthening the institutional mechanism on road safety in districts shall need a different strategy. Rajasthan is the largest state in the country in terms of total land area and comprises 33 districts. Topography, geography and demography on the state varies from region to region and district to district. Road safety ecosystem is very strong in the capital, average in some of the major districts including divisional head quarter and it is poor in small and remote districts.

Agencies and individuals working in the field of road safety in the district needs a lot of capacity building so that uniform road safety measures could be adopted in the entire state with the desired customization required according to the need of the district.

In addition of constitution of District Road Safety Cell, it is recommended to establish a road safety taskforce in each district. The Traffic Management Committee holds meeting once in a quarter whereas the meeting of District Road Safety Cell is to be convened on monthly basis. In District Transport Management Committee and District Road Safety Cell, the government stakeholders are similar. The District Road Safety Cell is responsible for improving road safety scenario in the district and submit required data and reports to the State Road Safety Cell for compliance of the directions. Again, the human resource required to have effective monitoring of road safety measures in the districts is insufficient.

To assist the District Road Safety Cell and to strengthen the road safety eco system in the districts an innovative collaborative approach shall be exercised wherein a group of various subject matter experts would be brought under one roof and trained. This

road safety taskforce shall be established on the lines of Community Liaison Group (CLG) and Traffic Wardens scheme being run by the police department. The procedure to establish the Road Safety Taskforce is described below:

1. Identify at least 10 to 15 working /retired professionals in district who are:
 - a) Dedicatedly working in the field of road safety or are keen to work in this field
 - b) The professionals may be sought from different domains such as Automobile, Road Construction and Engineering, Law, Medical & Health, Information Technology, Insurance, Industries, Non-Government Organization, Social Welfare Group etc.
2. Conduct capacity building program to broaden vision
 - a) Road Safety Orientation
 - b) Traffic Management
 - c) Good Samaritan and Pre-Hospital Care
 - d) Motor Vehicle and Allied Laws/Regulations
 - e) Sustainable Public Transport
 - f) National and International Best Practices on Road Safety
 - g) Road Engineering Measures
 - h) Others
3. Roles and responsibilities of the Road Safety Taskforce shall be as follows:
 - a) Work in close coordination with the District Road Safety Cell
 - b) Share their expertise for improving road safety scenario in the district
 - c) Assist in compliance of the directions issued by the State/Divisional Road Safety Cell
 - d) Assist in organizing road safety education and awareness programs/workshops and other relevant activities
 - e) Attend the District Transport Management Committee and District Road Safety Cell meetings
 - f) Help in implementing activities stated in action plan and monitor their development
 - g) Conduct half yearly and yearly review of the road safety scenario of the district
 - h) Assist in drafting reports/documents for activities held from time to time in the district