

Road Safety Committee And Council In Indian Perspective

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Abstract: *This Article attempts to review road safety committee and council in India and makes recommendations for its strengthening in order to cope with the road accident situation in India.*

Each year more than 1.2 million people die in fatal road accident. It is critical problem before traffic administration. A road safety issue are very complex. It involves multisectoral ranging from the public, stake holders to the policy makers. Significant differences exist both across and within country and therefore policies and interventions need to be adapted to the local invironment.

The effectiveness of intervention requires a multi disiplinary approach which include enforcement, engineering and psychological and education approaches. While the resources are limited road safety interventions must not only adress to the sustain ability of the outcomes but also the cost effectiveness to implement and maintain it.

The objective of Road safety project in India it to reduce the rate of accidents, injury, and death associated with road transport through physical improvement and institutional development to strengthen to the road safety committee and council.

This article attempts to review for the establishment of National, State, and District level committee and council for the purpose of road safety, traffic management, transportation, road design, engineering, traffic administration and law, finance, medical case, etc.

I. INTRODUCTION

In mordern world road safety and transport has become integral part of life of every human being. Every person is a road user in one shape or other. The present road and transport system has minimize the distances but it has on other hand increased the life risk. Every year road crashes result in loss of lakhs of lives and serious injuries to crores people.

In India eighty thousands people are killed in road accident every year which is 13% of the total fatality all over the world. In most of the cases crashes occurs either due to negligence or due to lack of road safety awareness of the road user. Hence road safety is the basic skills of survival.

Road safety is a multi-sectoral and multi-dimensional issue. It incorporates the development and management of road infrastructure, provision of safer vehicles, legislation and law enforcement, mobility planning, provision of road safety fund, child safety, urban land use planning, provision of power, function and liability of the road safety committee and council etc. In other words, its ambit spans engineering aspects of both road and vehicles on one hand and the

provision of health and hospital services for trauma cases on other road safety is a shared, multisectoral, responsibility of the government and range of civil society stakeholders. The success of road safety strategies in all countries depends upon a broad base of support and common action from all stake holders.

At a plenary meeting of the United Nations General Assembly on 14th April 2004, a resolution co-sponsored by India expressed grave concern about the large number of fatalities in the road crashes. The world health organization also declared the year 2004 as the year of the safety and launched would health day in 14th April 2004 with the slogan "Road Safety is no accident".

II. CONSTITUTION OF THE ROAD SAFETY COMMITTEE

Chapter 14 of the Motor Vehicle Act, 1988 deals about the road safety committee Sec 215 of this act deals about road safety committee at central level, State level, and district level.

Sec. 215(1) of the Motor Vehicle Act lays down that the central government may constitute a National Road Safety committee at the central level. It shall have consist a chairman and such other member as that Government considers necessary and on such terms and conditions as that government may determine.

Sec. 215(2) of the motor vehicle Act, 1988 seeks to empower the state government to constitute a state Road safety committee at state level. It consists a chairperson and such other member as that government considers necessary and on such terms and conditions as that Government may determine.

Sec 215(3) of the motor vehicle Act, 1988 gives to power a state government to make District Road Safety committee for each district at the district level in the state. It consist a chairman and such other members as that Government Considers necessary and on such terms and conditions as that Government may determine.

On 13th Jan 2005, The Cabinet Committee on Infrastructure for road safety headed by the Prime Minister directed by the Ministry of Road Transport and Highways to present a note to the Empowered Committee of secretaries for the creation of Directorate of Road safety and traffic management and the amendment of traffic laws as required. Later, an expert committee under the chairman.

The District Road Safety committee should be headed by the collector of district and should include amongst others the superintendent of Police, Health officers, Engineers of Public works Department, representative of the National Highways Authority of India, The Road transport officers of the District and members of civil society from the district.

III. CONSTITUTION OF THE ROAD SAFETY COUNCIL

National Road Safety Council is an advisory body of the central government. It was established under sec. 215 of the motor vehicles Act, 1988 with the objective of improving road safety aspects in the road transport sector.

Sec. 2015(1) of the Motor Vehicle Act, 1988 lays down that the central government may constitute national road safety council at central level. It consists a chairman and such other member as the Government Considers necessary and on such terms and conditions as that Government may determine.

Sec. 215(2) of the motor vehicle act, 1988 seeks to empower the state government to constitute a state road safety council at the state level. It consists a chairperson and such other member as that government considers necessary and on such terms and conditions as that Government may determine.

Sec. 215(3) of the Motor Vehicle Act, 1988 gives to empower the state government to constitute district road safety council for each district in the state. It consists a chairperson and such other members as that government considers necessary and on such terms and conditions as that government may determine.

The National Road safety council is chaired by the Hon'ble cabinet minister of the ministry of road tranport and Highway (MORTH). The official members of national road safety council include the minister of state for MORTH, Minister-in-Charge Road Transport in states or Union

Territory, representatives from Ministry of Home affairs, Human Resource Development, Railways, Department of heavy Industry, Ministry of Environment and Forests, Planning commission, secretary of MORTH, Chairman of the NHAI, Director General of Road Development of MORTH and Joint Secretary of Transport. The non-official co-opted members include some road safety Award winners, individuals nominated by the Hon'ble minister of MORTH, Governemnt institutions related to road constructions, road safety and Insurance and associations related with road safety.

In the meeting of National Road Safety Council held in March 2011, Morth formed five separate working groups on the four Education, Engineering of Road Safety, Engineering of Vehicles, Enforcement and Emergency care.

The councils works in conjunction with other important government organizations which have also been formed for the roads in India and the risks and safety attached with it. There work collectively to address the Problem's and come up with innovative solutions to achieve the goal of road safety.

IV. SUPREME COURT COMMITTEE ON ROAD SAFETY

The Supreme Court Road Safety Committee set up to check implementation of road laws, gave the state government time till June 30 to enforce directions issue by it, including removal of roadside ads and posters which obstruct or distract drivers and a total ban an alcohol sale on national and state Highways.

The committee headed by the retired Supreme Court Judge K.S. Radha Krishnan, The Committee has following observations.

- ✓ The committee directs that the sate should collect/compile data on fatalities in road accidents in the state on quartely basis, assess the rate of increase/decrease every quarter and take focused action in directs where an increase in accidents and fatalities is noticed.
- ✓ The committee is disappointed that the State has not yet scientifically analyzed the data of the last three or four years.
 - The Committee that the state's explanation for the huge variation in the data on fatalities on account of drunk driving for 2014 is less than convincing and desires that the data collection and compilation should be done more carefully.
 - The state has not furnished any reason for the variation in the data on fatalities on account of over speeding between 2013 and 2015 and hit and run cases from 2009 to 2011. The committee desires that, as directed vide its direction dated 30.11.2016. The State should look into the correctness fatalities data in respect of the years of 2013 to 2016.
- ✓ The committee directeds that State to hold the next meeting of the council before 30th June, 2017 and to place the action taken report on the minutes of the meeting of the council held on 19.12.2016 before the council in its next meeting.
- ✓ The committee to the state's requests for grant of time and directs the state to constitute, by 30th June, 2017. road safety Fund and directed vide committee.

- ✓ The committee directs that the State should confirm that Legal Agency set up by the State meets the requirement stipulated in the committee.

V. SUPREME COURT GUIDE LINE

In the case Dr. S. Rajaseekaram V/s Unino of India, In the recent verdict pronounced by two judges Bench of Supreme Court comprising of Justice Madan B. Lokur and Justice Madan B. Lokur and Justice Deepak Gupta have issued a slew of directions for road safety and prevention of Road accidents in India. There are following direction issued by the Bench.

A. ROAD SAFETY POLICY

All the states and Union Territories are expected to implement the road safety policy with all due earnestness and seriousness.

B. STATE ROAD SAFETY COUNCILS

UT have been directed to constitute the state Road Safety council on or before 31st Jan. 2018. The responsibility and function of the council will be as recommended by the committee on Road Safety. The State road safety councils should periodically review the laws and like appropriate remedial steps wherever necessary.

C. DISTRICT ROAD SAFETY COMMITTEE

A district Road Safety Committee is required to be set up by the state government for every district.

The District Road Safety committee should be headed by collector of 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 to take corrective measures.

D. PERMANENT ROAD SAFETY CELL

The state Government and Union Territory should establish permanent road safety cells.

VI. SUGGESTION

- ✓ The government should be established Road Safety Commission for promoting best road safety practices for

all categories of road users, to plan, develop and promote road safety and to coordinate policies related to the road safety instead of committee & Council.

- ✓ There should be minimum qualification for a chairman and members of road safety commission.
- ✓ There should just and fair procedure for appointment, removal and suspension of a chairman and members of Road Safety Commission.
- ✓ The Government should be promote road safety research cell.

VII. CONCLUSION

Fastal Road accident is a serious and incurable problem at International and National level. It is challenge for traffic administration and road safety Transport system.

It is important to build committee and council and develop the capacities at National, State and district level for undertaking road safety programmes at large scale and make it sustainable.

Effective and Implementing comprehensive Road safety programme at National, State and district level. It can be taken to reduce the number of motor vehicle deaths and serious injuries on rural areas.

At present time National, State and district level Road safety council and committee need to be made more effective. There should be compulsory periodic meeting of there committee and council. Road safety management capacity is defined as our readiness and capability to implement the necessary actions in an effective, efficient, and timely manner finally say that road safe, life safe.

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