

ROAD TRANSPORT AND ROAD SAFETY

Road Transport



Road transport is the preferred mode for both freight and passengers. During the Tenth Plan period, it is estimated that passenger traffic will account for 80 per cent of road transport and freight traffic for 65 per cent of the road transport. Easy availability, adaptability to

individual needs and cost savings are some of the factors working in favour of road transport, which also acts as a feeder service to railway, shipping and air traffic.

5.1.2 The Department is concerned with formulation of broad policies relating to road transport, besides making arrangements of movement of vehicular traffic with the neighbouring countries.

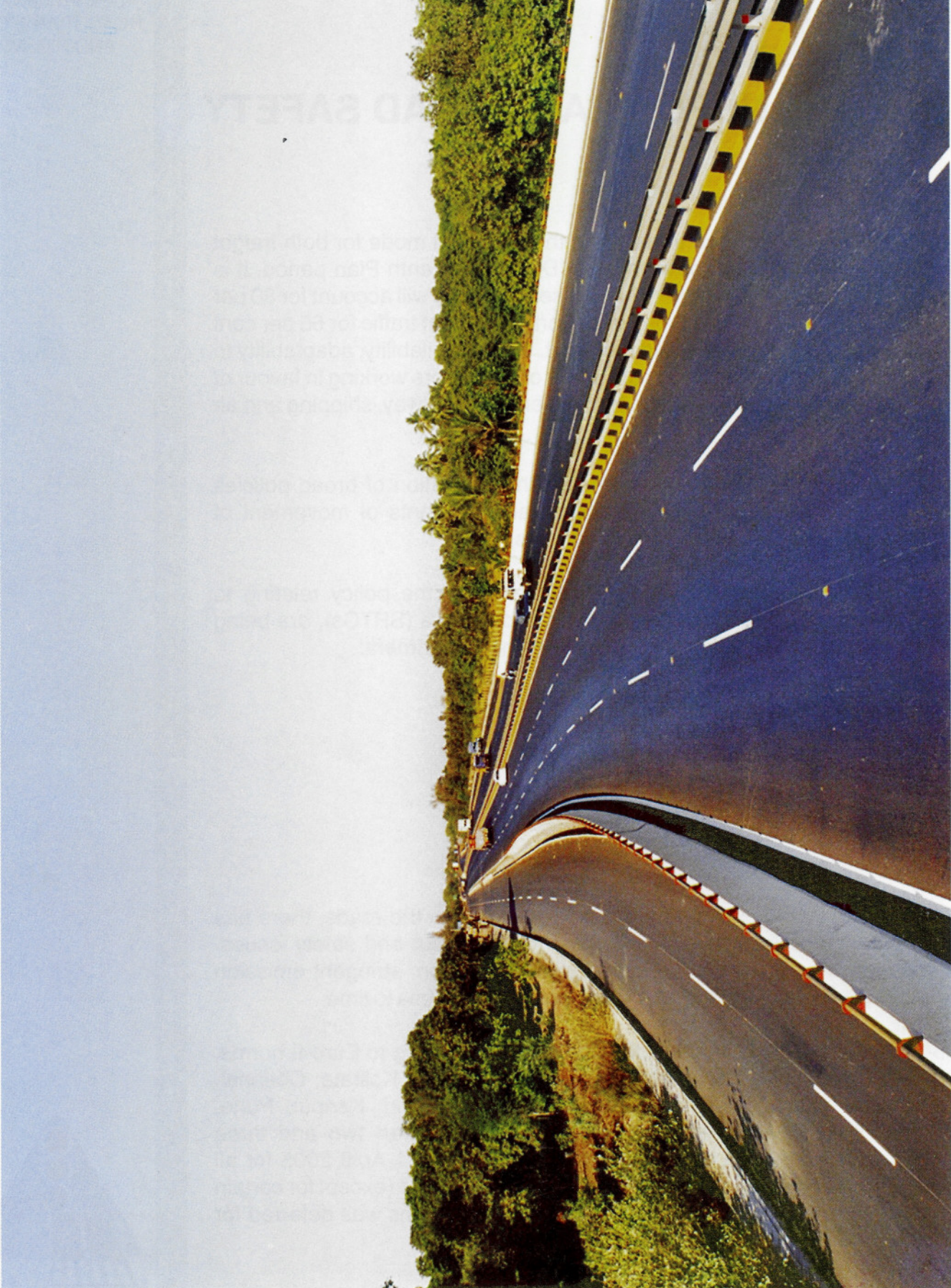
5.1.3 The following Acts/Rules, which embody the policy relating to motor vehicles and State Road Transport Corporations (SRTCs), are being administered in the Road Transport Division of the Department:

- Motor Vehicles Act, 1988
- Central Motor Vehicles Rules, 1989
- Road Transport Corporations Act, 1950
- Carriers Act, 1865

5.1.4 Given the increasing number of vehicles on the roads, there has been a growing concern over the environmental fallout and safety issues. Since vehicular emissions cause atmospheric pollution, stringent emission norms have been codified and are being enforced from time to time.

5.1.5 Bharat Stage-II emission norms, corresponding to Euro-II norms, which had been applied to the NCR of Delhi, Mumbai, Kolkata, Chennai, Agra, Ahmedabad, Bangalore, Hyderabad/Secunderabad, Kanpur, Pune, Surat, Sholapur and Lucknow for all vehicles other than two and three wheelers, were extended throughout the country from 1 April 2005 for all categories of vehicles manufactured on or after this date (except for certain regions/states in which the implementation of these norms was deferred for diesel vehicles by varying periods up to 1 October 2005).





Surat-Manor section of NH-8

5.1.6 Bharat Stage-III emission norms for four-wheeled vehicles, which are akin to Euro-III norms have been made applicable from 1 April 2005 in the NCR of Delhi, Mumbai, Kolkata, Chennai, Bangalore, Secunderabad/Hyderabad, Ahmedabad, Pune, Surat, Kanpur and Agra.

5.1.7 The government has taken a decision to join the 1998 Agreement of W.P-29 (World Forum for harmonization of vehicles regulations). Joining this Agreement would enable the country to adopt international best practices in emission and safety regulations of motor vehicles and also to influence formulation of global norms in this regard. It will also enable the country to benchmark the safety and environmental performances of the vehicles manufactured domestically or imported into the country. The domestic automobile manufacturers would be able to access global market without fearing technical barriers in foreign markets. The formalities for the ratification are being completed.

5.1.8 Agreements have been signed with Pakistan for introduction of bus services between Amritsar and Lahore and, Amritsar and Nankana Sahib. Amritsar-Lahore bus service has commenced in January 2006 whereas Amritsar-Nankana Sahib is scheduled to commence in February 2006.

5.1.9 A Bill to repeal Carriers Act, 1865 and to enact Carriage by Road Act, 2005 has been introduced in Rajya Sabha on 7 December 2005. This legislation would help to make the transport system transparent and modernise the systems and procedures of the transportation trade by road. The Bill has been referred to the Standing Committee on Transport, Tourism and Culture for examination.

5.1.10 Workshop-cum-training programmes are organised every year at the Central Institute of Road Transport (CIRT), Pune, Automotive Research Association of India (ARAI), Pune, and Indian Institute of Petroleum, Dehradun, where officers of the State Transport Departments are trained in matters of transport management and environmental issues. In addition, one such training programme has been sanctioned at Engineering Staff College of India (ESCI), Hyderabad.

Amendment in Central Motor Vehicles Rules

5.1.11 The Department has made certain amendments in the Central Motor Vehicles Rules:

- The Central Motor Vehicles Rules have been amended vide GSR 589-(E) dated 16 September 2005. The salient features are:
 - (i) Battery Operated Vehicles" and "Power Tiller" have been defined.
 - (ii) The emission norms, overall dimension and all other requisite norms for power tiller have been prescribed.
 - (iii) The time limit for various services required under the Motor Vehicles Act/Rules has been specified.



- (iv) Manufacturers of two wheelers have been mandated to supply a protective head gear conforming to BIS standard at the time of sale of the two wheelers w.e.f. March 2006.
 - (v) Safety and emission rules in respect of CNG/LPG kits have been rationalized.
 - (vi) Emergency exit provision has been mandated for all buses in M3 category
 - (vii) The states have been empowered to prescribe the special provisions such as fog lamp, power steering, de-fogging and demisting systems in transport vehicles plying in hill areas.
- Vide Notification No. GSR 349(E) dated 1 June 2005, the list of dangerous and hazardous goods have been updated in the Central Motor Vehicles Rules, 1989. This exhaustive list would help to enhance the safety of transportation of such goods by road.

Road Safety

5.1.12 A Road Safety Cell has been functioning in the Department since September 1986. It formulates policies for road safety so as to minimise road accidents. The important schemes formulated and managed by the Cell include publicity programmes, grants-in-aid to NGOs for organising road safety programmes, National Highways Accident Relief Service Scheme (NHARSS), refresher training to heavy vehicle drivers in unorganized sector, grants-in-aid for setting up of driving training schools, etc.

5.1.13 The following activities were undertaken during the year :

- Public awareness campaigns were carried out in the electronic/print media through the Directorate of Advertising and Visual Publicity (DAVP) and professional agencies. The campaigns also included printing of calendars depicting road safety messages, broadcast of radio jingles, computerised animation displays etc. Television spots on road safety are being telecast on the National Network of Doordarshan. Jingles in different languages are broadcast on various channels of All India Radio in order to create awareness about various aspects of road safety. Publicity materials like calendars, pamphlets, posters etc. are supplied to NGOs and to Transport and Police Authorities in States/Union Territories for distribution.
- Grants-in-aid were sanctioned to 95 NGOs for undertaking road safety programmes.



- The Seventeenth Road Safety Week, with the theme "Avoid over speeding and avoid overloading" was observed from 2-8 January 2006 throughout the country involving state governments, voluntary organizations, vehicle manufacturers, SRTCs, etc.
- More than 45,000 drivers are likely to be trained during the current year under the scheme of refresher training to heavy vehicle drivers in the unorganised sector.
- Assistance for setting up Model Drivers' Training School is being provided to States/NGOs. Financial assistance has been sanctioned to schools in Betkuchi, Guwahati, (Assam), Hagaribommanhalli, (Karnataka), Jessore, (Kolkata, West Bengal), Dehradun, (Uttaranchal), Jessure, (Kangra, Himachal Pradesh) and Edappal, (Kerala). Proposals from two new schools in the States of Orissa and UP are under consideration.
- Cranes and ambulances are being provided under the NHARSS to states/Union Territories as well as NGOs for clearing the accident sites and to take accident victims to the nearest medical centres. During the current year, a total of 70 ambulances and 30 cranes are to be provided.
- Transport Ministers' Trophies are given to SRTCs for three categories - hill area, urban area and mofussil area (two awards). The award comprises a cash prize of Rs.1.50 lakh along with a trophy and a citation certificate. The winners for 2004-05 were Orissa State Road Transport Corporation for mofussil area; Bangalore Metropolitan Transport Corporation for urban area and J&K State Road Transport Corporation for the hill area. A cash award of Rs.50,000 has also been announced for the Karnataka State Road Transport Corporation in the mofussil category for the second best performance.
- A national award on road safety is awarded every year to NGOs as well as individuals for doing commendable work in the field of road safety. The award amount for winners is Rs.1 lakh for NGO category and Rs.50,000 for the individual category. For the runners up the amount is Rs. 30,000 under the NGO and Rs.15,000 under the individual category.

Initiatives in the North-Eastern States

5.1.14 Out of the 95 NGOs who have been sanctioned grants-in-aid for executing road safety programmes, 17 are from the north-eastern states. Similarly, out of the 70 ambulances and 30 cranes to be provided under NHARSS, four ambulances and two cranes are proposed for the north-eastern region.

