

Office of The State Transport Commissioner, Punjab, Chandigarh
S.C.O 177-178, Sector-17-C, Chandigarh

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FR

[Signature]
 16/9/16

[Signature]
 CE (PS)

To

1. Additional Director General of Police (Traffic), Punjab.
2. Director Health Services, Punjab,
Sector-35, Chandigarh.
- ✓ 3. Chief Engineer, PRBDB,
Phase-2, Mohali.
4. Director Local Government,
Sector-35, Chandigarh.
5. Director Higher Education, Punjab
Sector-17, Chandigarh.
6. DPI (Schools), Punjab
7. DPI (Secondary Education), Punjab
8. DPI (Colleges), Punjab

[Signature]
 16/9/16
 D.P.D.
 P.M. (PS)
 All-discuss
 16/9/16

No. STC/PSRSC/57/ 45019 - 27
 Dated: 30-8-16

Subject:- Plan of Action to Improve Road Safety in the State.

Kindly refer to subject noted above.

Enclosed please find Government of Punjab, Department of Transport Notification No. E178/2014-212/841750/1 dated 16.09.2016 where in the Government has notified Plan of Action to improve Road Safety in the State for your information and necessary action.

You are requested to forward your proposal for implementation of the Plan of Action.

[Signature]
 State Transport Commissioner, Punjab

Endst. No. STC/PSRSC/57/

Dated:

A copy is forwarded to Secretary to Government, Department of Transport for information.

[Signature]
 State Transport Commissioner, Punjab

Government of Punjab
Department of Transport
(Transport-II Branch)

Notification

No. E178/2014/2T2/ 841750/1 In exercise of the powers conferred by Section 215(4) of the Motor Vehicles Act, 1988 and all other powers enabling him in this regard the Governor of Punjab is pleased to notify the **Plan of Action to Improve Road Safety in the State** as under:-

Plan of Action to Improve Road Safety in the State

Perspective

In the past 20 - 30 years, road accident fatalities and injuries are increasing at an alarming rate in India including Punjab. The main reasons are phenomenal increase in vehicle population, along with lack of matching initiatives for improvements in road infrastructure/environment and application of modern traffic control and management tools to tackle such problems effectively and efficiently. State is spread in the area of about 50,362 square kilometer and very well connected with the means of Surface Transport to fulfill state's own domestic demand. Primary state's transportation need is divided into three parts, intercity connectivity, intra city connectivity and rural connectivity. Majority of the passengers trip start and end within the state and only 3-4% of the total traffic is through traffic. One of the goals of the Government of Punjab for the transportation sector is to move to an integrated and sustainable transportation system supporting Punjab's social and economic development and enhancing Punjab's competitiveness in the Indian and global markets. All this cannot be achieved without improving the road safety conditions in the state.

Key Challenge

Further 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 health and hospital services, child safety, urban land use planning etc. In other words, its ambit spans engineering aspects of both, roads and vehicles on one hand and the provision of health and hospital services for trauma cases (in post-crash scenario) on the other. Road safety is a shared, multi-sectoral, responsibility of the Government and a range of civil society stakeholders.

Punjab- Trailing National Growth

The cost of road crashes has been assessed at one to two per cent of GDP in developed countries. A study by the Planning Commission in 2002 estimated

the social cost of road accidents in India at Rs.55000 crore annually (2000 prices), which constitutes about 3% of the GDP. It is distressing to note that on an average 10 persons are killed in road accidents every day in Punjab. Besides causing untold misery to the victims' families, casualties in road accidents cause huge economic loss to the society. The present road fatality death rate per lakh population in Punjab is 12 compared to 12.8 of India and 24 of Haryana.

Road Network in Punjab

The present road fatality death rate per lakh population in Punjab is 12 compared to 12.8 of India and 24 of Haryana. Punjab has about 62,298 km of road network comprises 1739km of National Highways and 1503km of State Highways. Road Network is given in Table below. 83% of the road fatalities in Punjab are happening on the 4.8% core road network of Punjab comprised 1739km of National Highways and 1503 km of State Highways.

Table 1: Classification of Road Network

Road Type	Length in State
National Highways (NH)	1,739 Kms (2.79%)
State Highways (SH)	1,503 Kms (2%)
Major District Roads (MDRs)	2,107 Kms
Other District Roads (ODRs)	4,658 Kms
Link Roads (LR) (PWD-27,229 Kms, PMB-26,801 KMs)	54,030 Kmd
Total	62,298 Kms

The Government of Punjab, department of Transport vide its notification No. 4/119/2010-2T2(PF)/349087/1 dated 20.11.2014 had finalized its Road Safety Policy, accordingly Action Plan of the Government will be as follows in pursuance of format provided by Ministry of Road Transport & Highways, Government of India:-

Pillar 1: Road Safety Management-Institution and Capacity Building

1. The Government of Punjab has constituted a Committee named Punjab State Road Safety Council (to be termed as "Council") from time to time which reviews the Road Safety situation in the State of Punjab. The Punjab State Road Safety Council has its Memorandum of Association which envisages its functions and authority.
2. Transport Department is the Lead Agency on Road Safety under which State Transport Commissioner, Punjab is Member Secretary of the Punjab State Road Safety Council. The District Road Safety Committees already constituted by department of Transport may have sub-Committees at sub-division/ taluka level.

3. The Council is empowered to specify performance targets and identify resources.
4. Road Safety Fund has been administratively approved and will be functional after necessary legal approvals.
5. Already GIS based accident data recording system is operational through Punjab Road and Bridges Development Board (PRBDB) and Bureau of Investigation, Punjab Police under the Director General of Police, Punjab.
6. Accident Investigation & Research on Road Safety issues will be conducted by officers from Transport, Punjab Road and Bridges Development Board, Traffic Advisor, Punjab o/o Director General of Police, Punjab along with Academic Institutions like Guru Nanak Dev Engineering College, Ludhiana or Shri. Ram Dass School of Planning, Guru Nanak Dev University, Amritsar or Punjab Institute of Technology, Mohali (under Punjab Technical university, Jalandhar) or any other expert in the field of Road Safety to be decided by the Council.
7. Third party audit of driving schools in the State shall be under taken through Central Institute of Road Transport, Pune or IDTR or any other institute of repute by the department of Transport.

Pillar 2: Safer Roads and Mobility

1. The design standards for roads as contained in the Codes of Practice and Standards of the Indian Road Congress as well as instructions issued from time to time by Ministry of Road Transport & Highways shall be followed by the department of PWD/ PRBDB/ Local Government/ Punjab Mandi Board.

No estimate would be sanctioned by the State Government unless the recommended provisions have been adhered by the concerned department after its Road Safety Audit of Planning, Design and Construction.

2. All National/ State Highways and other roads shall have signs and road markings as per IRC Standards. Action shall be followed by the department of PWD/ PRBDB/ Local Government/ Punjab Mandi Board, and this shall be completed by these departments within One Year and action taken report submitted.

3. Road Safety Audit and Implementation of Recommendations on all roads shall be taken up by the department of PWD/ PRBDB/ Local Government/ Punjab Mandi Board along with Traffic Advisor, Punjab and other experts to be nominated by Department of Transport/ Council.

4. Elimination of high risk stretches - Black Spots on roads shall be done as per Protocol as under:-

Task 1: (Jan to Feb)

- Analysis of Accident Data for the last year and compilation of data for identification of location of Accident Spots. The Accident locations should be in detail of Longitude and latitude.

Responsibility: Police Department/ Traffic Cell of Punjab Police/ PRBDB

Task 2: (March)

- Identification of Black Spots and prioritization of Black Spots based upon Accident Severity Index.

Responsibility: Nodal Officer (PWD, B&R) PRBDB & Local Government for MC roads

Task 3: (April to June)

- Road Safety Audit of Identification Black Spots.
- Identification of Risk Factors and Hazards.
- Preparation of Remedial Measures and Cost estimates for improvement of black spots.

Responsibility: Nodal Officer (PWD, B&R) & Local Government for MC roads, Road Safety Council, District Administration, Police Department.

Task 4: (July)

- Allocation of funds for improving of identified Black spots.
- Finalize the BoQ and Bidding Document for Black Spots improvements.

Responsibility: Road Safety Council, Nodal Officer (PWD, B&R) & Local Government, District Administration.

Task 5: (August to October)

- Allotment of Works
- Monitoring of ongoing works

Responsibility: Road Safety Council, Nodal Officer (PWD, B&R) & Local Government.

Task 6: (Nov. to December)

- Monitoring and Evaluation of accident rate/ fatalities at improved black spots and to suggests further improvement, if required.

Responsibility: Road Safety Council, Nodal Officer (PWD, B&R) & Local Government, Punjab Police, Punjab Mandi Board, Traffic Advisor, Punjab.

5. Improvement of junctions on all roads shall be done at least 50 junctions every year by the department of PWD/ PRBDB/ Local Government/ Punjab Mandi Board and reports submitted to the Councils.
6. NHAI, PRBDB, Punjab Mandi Board, Local Government, PRBDB departments shall ensure to improve lightening on Highways/ roads near habitations. They will ensure such action at 500 locations every year and report to Council.
7. Removal of dangerous road side objects in each Districts of the State shall be done by each department of the department of PWD/ PRBDB/ Local Government/ Punjab Mandi Board Punjab State Power Corporation Limited and Forest department also. Reports shall be submitted to Council every quarter.
8. In house training of Road Safety Engineers/ Experts involved in planning, design, audit, construction and operation of roads/ highways shall be conducted on road safety at primary level. It will be imparted by teams of officers from Transport, Punjab Road and Bridges Development Board, Traffic Advisor, Punjab o/o Director General of Police, Punjab along with Academic Institutions like Guru Nanak Dev Engineering College, Ludhiana or Shri. Ram Dass School of Planning, Guru Nanak Dev University, Amritsar or Punjab Institute of Technology, Mohali (under Punjab Technical university, Jalandhar) or any other expert in the field of Road Safety.

Higher level training shall be got under taken through Indian Academy of Highway Engineers or TRIPP of IIT, New Delhi.
9. The Department of Local Government, PWD and PRBDB shall plan, design and construct separate lanes for bicycles and non-motorized modes of travel on all arterial roads and highways. This work shall be started and completed within six months.
10. To improve and monitor the safety of road network in the State a separate Specialist Road Safety unit of officers of Transport, PRBDB and Traffic Advisor shall be constituted which will give its regular reporting to the Council.
11. Speed Calming Measures on highways near inhabited areas by providing provisions of crossover for pedestrians and safety devices like Central Verge, Railing, Grills on both sides of the highways, Setting Speed limits, Caution Signs, Speed Calming Measures like Table Tops Speed Breakers, Rumble Strips on vulnerable Locations at appropriate locations shall be under taken at least at 100 locations every year each by the department of PWD/ PRBDB/ Local Government/ Punjab Mandi Board and report sent regularly to Council.
12. Installation of speed management measures by way of transition from highway to city traffic shall be taken up at 20 places every year by department of

PWD/ PRBDB/ Local Government/ Punjab Mandi Board and report sent regularly to Council.

*13. Providing truck lay bays and providing bus bays and bus shelters along roads at 50 places each by the department of PWD/ PRBDB/ Local Government/ Punjab Mandi Board and report sent regularly to Council.

* 14. Wayside amenities for long distance drivers shall be planed, design and constructed by department of PWD/ PRBDB/ Local Government/ Punjab Mandi Board and report sent regularly to Council.

Pillar 3: Safer Vehicles

1. The work of safety of in-use Vehicles-Inspection and Certification (I&C) Regime Implementation will be conducted by a team of the Transport Department officers to be notified, so that transport Vehicles are registered/ re-registered unless there possess a valid Vehicle Inspection Certificate. This work will be implemented within One Year.

2. The work of auditing Vehicle Inspection Centres will be assigned to Automotive Research Association of India (ARAI) for auditing inspecting centres. This work will be completed within three months.

3. Facilities for maintenance will be developed for vehicles diagnosed with faults during inspections at all inspection centres to be maintained and operated by Department of Transport.

4. Legislative reforms: Already Form CFX exist in the Punjab Motor Vehicle Rules, 1989 for issue of fitness certificate of Transport Vehicles. However the validity for the fitness certificate, details of parameters to be checked including items of safety and environment and a Code of Practice will be examined by a team consisting of officers of Transport department and Traffic Advisor, Punjab to make it more stringent within One Year.

5. A Road Safety Division with appropriate staff, which will include research, planning and auditing staff will be created in the Department of Transport within One Year.

6. The process to install GPS in commercial vehicles starting from buses of State Transport Undertakings as well as private buses to all commercial vehicles will be initiated in the State, which will be linked with the network of Transport Department as well as Police Department within One Year.

7. To increase visibility at night reflective tapes to be put as prescribed as per AIS 090 standards has already been made compulsory for goods vehicles in Punjab. However the same shall be made compulsory for all commercial vehicles henceforth, to comply with provisions of CMVR 1989.

8. During annual fitness test the Inspection Centres shall ensure fitment of protection devices as provided in rule 62 of Central Motor Vehicle Rules, 1989.

9. Compliance of rules for proper fitment of rear view mirrors as per rule 62 of Central Motor Vehicle Rules, 1989 in all commercial vehicles shall be ensured by the Inspecting Authority as well as Enforcement Officers forthwith.

10. Rule 93 of Central Motor Vehicle Rules, 1989 shall be complied with by the concerned inspecting centres as well as Enforcement Officers forthwith.

11. Fitment of speed governors on transport vehicles shall be checked and verified during annual fitness by inspection centres.

12. To ensure safety of bicycles and other non-motorized vehicles guidelines under section 138 of the Motor Vehicle Act shall be issued by Department of Transport after proper planning by a Committee of officers from Department of Transport, Police, PRBDB, Traffic Advisor, Punjab within Three Months from the issue of this.

13. The fitness of school buses and other modes of transport for school kids shall be checked as prescribed under Safe School Vahan Scheme notified by Government of Punjab.

Pillar 4: Improvement in Enforcement of Traffic Regulations; Safer Road Users

1. It will be ensured that road safety devices like helmet, seatbelts, including seat belts in commercial vehicles shall be enforced 100% in the State and action will be taken by Department of Transport/ Police to ensure this.

2. Speed limits prescribed on all roads shall be enforced. At least 100 critical locations shall be fixed randomly for enforcing speed limits, through Speed Radars regularly.

3. Use of mobile phones, dangerously parked vehicles on highways shall be checked and panelized strictly.

4* The Department of Transport and PRBDB shall make design and plans for installing Weigh-in-Motion facility where over loading of commercial vehicles shall be checked and this work will be completed within two years.

5. In case of drunken driving, suspension of driving license and conviction under section 185 shall be adhered to forthwith.

6. Strict checking of overcrowded passenger vehicles shall be ensured and officers of Transport/ Police department shall challan such vehicles and shall also refered the case for cancellation and suspension of route permits.

7. Data Base of all traffic violations shall be maintained by the Police Department which shall be accessible to the department of Transport as well so that habitual offenders can be panelized properly, as per law.

8. The Department of Police and Transport shall use technology with road users through Social Media which will empower the latter sharing of such information interaction will result in improved safe road travel.

24x7 helpline is an effective instrument for road safety. This will be done within three months.

9. Modernization of Traffic Management System in cities with the introduction of the latest technology in traffic management like CCTV, Speed Cameras, e-Challan, Red Light Cameras and other systems of Intelligent Traffic System can reduce dependence of manpower to make effective management system at least at 25 locations in the State. Such modernization shall be done by the Department of Police within One year.

10. For proper enforcement of rules the Department of Transport and Police shall be strengthened as per norms within One Year with a dedicated cadre.

11. The Department of Police shall start a model of Good Enforcement in one of the cities which is more accident prone and evaluate results within One Month.

12. *The existing IT-Systems & Isolated Data-Centres established by Department i.e. "Crime and Criminal Tracking Network System (CCTNS)" of IT & Telecommunications Wing of Punjab Police, "Accident Data Management System" of Punjab Roads & Bridges Development Board (PRBDB), "E-challaning" of Punjab Infrastructure Development Board (PIDB), "Vahan" & "Sarathi" of Transport Department and "Vahan Samanyat" of NCRB, New Delhi (DCRB, SCRB/C.C.T.N.S. in the State) will be integrated, and, activities of various Departments/agencies will be co-ordinated. The model agency in this regard will be the police department (IT Wing).*

13. As regards National Highways, Notification u/s 3/20/24/26/27/29/32/34/37(2) of the National Highway (Control of Land and Traffic) Act.-2002, Section 201(2) Motor Vehicles Act-1988, &, Sec. 133/144/145 of Cr.P.C.-1973, will be issued to prescribe towing charges for removal of unauthorized occupation; and also, for the said purposes to confer requisite powers to District Police. Further, as regards State Roads & Municipal Roads, Notification under Sec. 133/144/145 Cr.P.C. will be issued to empower the Police with powers of Executive Magistrate for purpose of removal of encroachments, in City/Town/Rural areas.

Pillar 5: Education:-

1. Road Safety Education practices and responsibilities provided by schools, police or NGO's should be assessed in the light of accident data to identify priority areas and opportunities for improvement by a committee consisting of officers of Transport, Police PRBDB and Traffic Advisor within one year.

2. Introduction of Road Safety Education Pilot project in 25 villages in the 1st year shall be undertaken where Road Accident are a serious problem near

National/State Highways by a committee of Offices at District Level from the Department of Rural Development and Panchayats, and Police/Transport/PRBDB or Mandi Board or PWDB&R.

3. The Punjab School Education Board will be asked to Sharpen the focus on safe road travel in its text books for various class. The active assistance of school teacher shall be taken.

4. Improvement and Inclusion Road Safety Lessons in Teacher Training shall be started by Education Department and report sent to the Council.

5. Road Safety Short films shall be shown by all Cinema Halls in the State forthwith. Display Hoarding regarding Road Safety at all important locations like Government Building, Railway Station, and Education Institution should be undertaken and implemented within six months. This shall be enforced by all Deputy Commissioner in the State.

6. The District Road Safety Committees shall sensitizes the Media on Road Scenario and highlight outstanding initiatives so that the Media can give a responsive and a objective reporting.

7. Good Samaritan Scheme as notified by Government of India in pursuance of Hon'ble Supreme Court of India orders shall be implemented and the Police Department shall ensured that no doctor shall refuse immediate treatment to an accident victims under this scheme. All Police Personal and Registered Doctors should be informed about this and after initial treatment the procedural laws should be followed. This shall be ensured by Deputy Commissioner, Police Heads and Health Department in each districts.

8. As regards the teachers' training, the State Police Academy will also be associated.

Pillar 6: Emergency Care:-

1. The existing Trauma Care facilities will be upgraded by the Health Department immediately.

2. The existing Health Care Facilities along the Highways shall be designated and new facilities added to ensure the availability of one Emergency care facility at every 50km or less distance along the National/State highways.

3. The Health Department will plan along with traffic police a seamless networking among various health facilities, rescue services, existing feet of ambulances through a single toll free helpline within three months.

4. The Health Department and Police Department shall deploy the Ambulances and Crash Rescue Vehicles near accident prone black spots on National/ State Highways within one month.

5. Capacity Building and regular training in first-aid to the people who are near highways, toll plaza staff, worker at shops/way side dhabas and volunteers from neighboring villages should be started within one month. Health Department with the help of NGO's of the Districts.

6. Emergency Medical Technician and Doctors with requisite skill in Emergency Response Services need to trained regularly and this work started within One month. Action by Health Department.

7. The Health Department will be asked to start a Model of Emergency Care on an accident prone stretch and evaluate result within three months.

8. The location of Emergency Care Facilities may be decided by associating the Local Police, and, by making schemes (to examine the facilities cited herein) under Sec. 135 (1) (b) (c) & (d) of Motor Vehicles Act-1988, on wayside

amenities on highways, Traffic Aid Posts on highways etc.; by getting an in-depth study done, under Section. 135 (1) (a) of Motor Vehicles Act-1988, on causes and analysis of motor vehicle accidents by a Committee of officers from Transport, Police, Health department and Traffic Advisor, Punjab.

9. The Toll Free helpline of Health Department may be integrated with Police Control Rooms; such that the Ambulance, Rescue Services, Highway Patrols etc. are optimally utilized by coordinating the same with Police Assistance.

10. The format of FIR w/s 154 Cr.P.C. may be amended to have appropriate column(s) as regards details of traffic-offences such as: location of accident on the Highways/ State Road(s), reasons of accident, date of report to the Claims Tribunal w/s 158 Motor Vehicles Act.-1988, etc. Further, for any death by vehicular machinery & accident w/s 174 Cr.P.C.; or, for any injuries due to vehicle accident; registration of FIR may be made mandatory.

dated. 15.9.2016

Deepinder Singh
Secretary to Government of Punjab,
Department of Transport

Endst No. E178/2014/2T2/841750/2 Dated Chandigarh the, 16.9.2016

A copy alongwith a spare copy is forwarded to the Controller, Printing and Stationery Department, Punjab, Chandigarh for publication in the Punjab Government Gazettee (Ordinary). 50 copies of this notification may be sent to this Department for official use.

Special Secretary

Endst No. E178/2014/2T2/841750/3 Dated Chandigarh the, 16.9.2016

A copy is forwarded to the State Transport Commissioner, Punjab Chandigarh with reference to his Letters No.STC/PSRSC/57/41488 dated 9.9.2016. He is requested to upload the same on the website of the department and also send a copy to all concerned for information and necessary action.

Special Secretary

2007
9-191

DEPARTMENT OF TRANSPORT

(TRANSPORT-II BRANCH)

The 27th September, 2007

No. 10/52/2006-2T2/7062.—Whereas the Governor of Punjab is satisfied that it is necessary to restrict the speed of motor vehicles on the National Highways and State Highways, within and outside of the Municipal Area in the interest of public safety and convenience.

Now, therefore, in supersession of all the notifications issued in this behalf by the District Magistrates from time to time in the State of Punjab and in exercise of the powers conferred by sub-section (2) of section 112 of the Motor Vehicles Act, 1988 (Central Act No. 59 of 1988), and all other powers enabling him in this behalf, the Governor of Punjab is pleased to fix the maximum speed limit on the National Highways and State Highways within and outside Municipal Limits in all the cities in the State of Punjab, for the classes of motor vehicles as specified in the Schedule given below, namely :—

SCHEDULE

Sr. No.	Classes of vehicle	Maximum speed limit per hour in Kilometers		
		National Highways	State Highways	National Highways/ State Highways within Municipal Area
1	2	3	4	5
(1)	If all the wheels of the vehicle are fitted with pneumatic tyres and the vehicle is not drawing a trailer :—			
	(a) if the vehicle is a light motor vehicle other than a transport vehicle ;	80 (median road) 70 (without a median road)	70 (median road) 60 (without a median road)	50
	(b) if the vehicle is a light motor vehicle and a transport vehicle ;	65	50	45
	(c) if the vehicle is a motor cycle/ scooter;	50	50	35

1	2	3	4	5
	(d) if the vehicle is a medium or heavy passenger; and	65	55	40
	(e) if the vehicle is a medium or heavy goods vehicle ;	65	55	40
(2)	If the vehicle is an articulated vehicle, all the wheels of which are fitted with pneumatic tyres, which is a heavy goods vehicle or heavy passenger motor vehicle	50	40	30
(3)	If the vehicle is drawing not more than one trailer, or in the case of artillery equipment, not more than two trailers and all the wheels of that vehicle and the trailer are fitted with pneumatic tyres:—			
	(a) if the vehicle is a light motor vehicle and the trailer being wheeled has a gross vehicle weight not exceeding 800 kilograms;	60	50	35
	(b) if the vehicle is a light motor vehicle and the trailer has more than two wheels or a gross vehicle weight not exceeding 800 kilograms;	50	45	30
	(c) if the vehicle is a medium goods vehicle or medium passenger motor vehicle ;	40	40	30
	(d) if the vehicle is a heavy goods vehicle or heavy passenger motor vehicle ; and	50	50	30
	(e) if the vehicle is a heavy goods vehicle or heavy passenger motor vehicle used by the fire brigade	60	50	40
(4)	Any other case not covered by entry in Serial No. (1), (2) or (3) above	30	30	30

D. S. JASPAL,
Principal Secretary to Government of Punjab
Department of Transport.

ਅਤਿ-ਜ਼ਰੂਰੀ
ਮੀਟਿੰਗ-27.9.2016

ਪੰਜਾਬ ਸਰਕਾਰ
ਟਰਾਂਸਪੋਰਟ ਵਿਭਾਗ
(ਟਰਾਂਸਪੋਰਟ-2 ਸਾਖਾ)

Meeting attended
at 7:15 D.P.D
Pl. take further up
on discussion in
the next agenda.

27/9/16

ਵਿਸਾ: **Supreme Court Committe on Road Safety (Compliance with directions of Reg.) Meeting with Hon'ble C.S Punjab on Dated 27.9.2016 at 10:30 a.m**

ਵਧੀਕ ਮੁੱਖ ਸਕੱਤਰ/ ਪ੍ਰਮੁੱਖ ਸਕੱਤਰ/ ਸਕੱਤਰ ਪੰਜਾਬ ਸਰਕਾਰ ਕਿਰਪਾ ਕਰਕੇ ਉਪਰੋਕਤ ਵਿਸ਼ੇ ਵੱਲੋਂ ਧਿਆਨ ਦੇਣ ਦੀ ਖੋਚਲ ਕਰਨ ਜੀ।

2. ਵਿਸ਼ੇ ਅੰਕਿਤ ਮਾਮਲੇ ਸਬੰਧੀ ਮਾਨਯੋਗ ਮੁੱਖ ਸਕੱਤਰ ਪੰਜਾਬ ਜੀ ਦੀ ਪ੍ਰਧਾਨਗੀ ਹੇਠ ਉਨਾਂ ਦੇ ਦਫਤਰ ਪੰਜਾਬ ਸਿਵਲ ਸਕੱਤਰੇਤ ਚੰਡੀਗੜ੍ਹ ਵਿਖੇ ਮਿਤੀ 27 ਸਤੰਬਰ 2016 ਨੂੰ ਸਵੇਰੇ 10:30 ਵਜੇ ਮੀਟਿੰਗ ਲਈ ਜਾਣੀ ਹੈ। ਇਸ ਮੀਟਿੰਗ ਵਿੱਚ ਵਿਚਾਰਿਆ ਜਾਣ ਵਾਲਾ ਏਜੰਡਾ ਭੇਜਦੇ ਹੋਏ ਬੇਨਤੀ ਕੀਤੀ ਜਾਂਦੀ ਹੈ ਕਿ ਇਹ ਮੀਟਿੰਗ ਸਬੰਧਤ ਦਸਤਾਵੇਜ਼ਾਂ ਨਾਲ ਸਮੇਂ ਸਿਰ ਅਟੈਂਡ ਕਰਨੀ ਯਕੀਨੀ ਬਣਾਈ ਜਾਵੇ।

As D.P.D
PMCRS
As discussed
today pl.
initiate
urgent action

12, 14, 18

ਸੁਪਰਡੈਂਟ

ਸੇਵਾ ਵਿਖੇ

1. ਵਧੀਕ ਮੁੱਖ ਸਕੱਤਰ, ਪੰਜਾਬ ਸਰਕਾਰ
ਗ੍ਰਹਿ ਮਾਮਲੇ ਅਤੇ ਨਿਆਂ ਵਿਭਾਗ।
2. ਵਧੀਕ ਮੁੱਖ ਸਕੱਤਰ, ਪੰਜਾਬ ਸਰਕਾਰ,
ਸਿੱਖਿਆ ਵਿਭਾਗ।
3. ਪ੍ਰਮੁੱਖ ਸਕੱਤਰ, ਸਕੱਤਰ ਪੰਜਾਬ ਸਰਕਾਰ,
ਸਿਹਤ ਅਤੇ ਪਰਿਵਾਰ ਭਲਾਈ ਵਿਭਾਗ
4. ਪ੍ਰਮੁੱਖ ਸਕੱਤਰ, ਸਕੱਤਰ ਪੰਜਾਬ ਸਰਕਾਰ
ਸਥਾਨਕ ਸਰਕਾਰ।
5. ਪ੍ਰਮੁੱਖ ਸਕੱਤਰ ਪੰਜਾਬ ਸਰਕਾਰ,
ਉਚੇਰੀ ਸਿੱਖਿਆ।

ਅ:ਵਿ:ਪ:ਨੰ:ਈ178/2014/2ਟੀ2/ 1307-1311
ਪਿ:ਅੰ:ਨੰ:ਈ178/2014/2ਟੀ2/ 1312-1322

ਮਿਤੀ, ਚੰਡੀਗੜ੍ਹ: 22/9/2016
ਮਿਤੀ, ਚੰਡੀਗੜ੍ਹ: 22/9/2016

ਉਤਾਰਾ ਹੇਠ ਲਿਖਿਆ ਨੂੰ ਭੇਜਦੇ ਹੋਏ ਲਿਖਿਆ ਜਾਂਦਾ ਹੈ ਕਿ ਉੱਕਤ ਮੀਟਿੰਗ ਸਮੇਤ ਸਬੰਧਤ ਦਸਤਾਵੇਜ਼ਾਂ ਦੇ ਅਟੈਂਡ ਕਰਨੀ ਯਕੀਨੀ ਬਣਾਈ ਜਾਵੇ :-

1. ਡਾਇਰੈਕਟਰ ਜਨਰਲ ਆਫ ਪੁਲਿਸ, ਪੰਜਾਬ ਪੁਲਿਸ ਹੈੱਡ ਕੁਆਟਰ, ਸੈਕਟਰ-9 ਚੰਡੀਗੜ੍ਹ।
2. ਵਧੀਕ ਡਾਇਰੈਕਟਰ ਜਨਰਲ ਆਫ ਪੁਲਿਸ, ਟਰੈਫਿਕ ਪੰਜਾਬ।
3. ਮੁੱਖ ਇੰਜੀਨੀਅਰ, ਪੀ.ਆਰ.ਬੀ.ਡੀ.ਬੀ, ਫੇਜ਼-2, ਮੁਹਾਲੀ।
4. ਮੈਨੇਜਿੰਗ ਡਾਇਰੈਕਟਰ, ਮੰਡੀਕਰਨ ਬੋਰਡ ਪੰਜਾਬ।
5. ਡਾਇਰੈਕਟਰ, ਸਥਾਨਕ ਸਰਕਾਰ, ਪੰਜਾਬ।
6. ਡਾਇਰੈਕਟਰ ਸਿਹਤ ਸੇਵਾਵਾਂ, ਪੰਜਾਬ।
7. ਡੀ.ਪੀ.ਆਈ (ਐਲੀਮੈਂਟਰੀ ਸਿੱਖਿਆ) ਪੰਜਾਬ।
8. ਡੀ.ਪੀ.ਆਈ (ਸਕੈਂਡਰੀ ਸਿੱਖਿਆ) ਪੰਜਾਬ।
9. ਡੀ.ਪੀ.ਆਈ (ਕਾਲਜ) ਪੰਜਾਬ
10. ਸ੍ਰੀ ਰਾਜੇਸ਼ ਗੁਪਤਾ ਰਿਜ਼ਨਲ ਅਫਸਰ, NHAI Bay No.35-38, Sector-4 Panchkula.
11. ਸਟੇਟ ਟਰਾਂਸਪੋਰਟ ਕਮਿਸ਼ਨਰ ਪੰਜਾਬ, ਚੰਡੀਗੜ੍ਹ। (ਏਜੰਡਾ ਨੋਟ ਦੇ ਸਨਮੁੱਖ ਰਿਪੋਰਟ/ ਟਿੱਪਣੀ ਮਿਤੀ 22.9.2016 ਤੱਕ ਸਮੇਤ ਦਸਤਾਵੇਜ਼ ਭੇਜੀ ਜਾਵੇ।

ਸੁਪਰਡੈਂਟ

ਸੀ.ਸੀ: ਸਕੱਤਰ/ ਮੁੱਖ ਸਕੱਤਰ ਪੰਜਾਬ ਸਰਕਾਰ।
ਨਿੱਜੀ ਸਕੱਤਰ/ ਸਕੱਤਰ ਟਰਾਂਸਪੋਰਟ ਪੰਜਾਬ।

Agenda

Subject: Supreme Court Committee on Road Safety –
Implementation of directions. Action plan and Matrix.

Hon'ble Supreme Court of India has constituted a Committee to monitor and measure implementation of road safety laws in the country. The Committee after perusing the data furnished to them, observed that the number of fatalities in India continues to be very high, causing serious emotional trauma and economic loss to the families of the deceased and the society.

The committee issued directions to the States/UTs:-

- i) To establish institutional arrangements to promote road safety;
- ✓ ii) To undertake engineering measures to make roads safe;
- iii) To tighten enforcement together with promoting road safety education;
- iv) To establish adequate trauma care facilities
- v) For strong and urgent

This Committee has been closely monitoring the action taken by the States/UTs and on the basis of detailed analysis of reports stressing for :-

- vi) Strong and urgent measures needs to be taken to deal with over speeding, drunken driving, red light jumping, violation of helmet laws and seat belt laws, use of mobile phones while driving and overloading.

The Committee directs the State/UTs to submit Action Plan Taken Reports at the end of every 3 months w.e.f. 1-9-2015.

The Committee while reviewing the measures taken by our State directed for action on the following points by 30th September, 2015:

- i) To Hold a meeting of Road Safety Council and sending its minutes;
- ii) To give representation to Enforcement Wing on the council;
- iii) Constitute the Road Safety Fund;
- iv) To draw an annual calendar/protocol for identification of black spots, allocation of projects for rectification and monitoring of action taken with specific responsibilities allocated to designated authorities;

- v) To prepare/finalise The Road Safety Action Plan in the format prescribed by MoRTH and send the same with a copy to the Committee.
- vi) To issue instructions to the cinema theatres to show a short film/clipping of the movie, as is being done in case of use of tobacco;
- vii) To apply Traffic Calming Techniques on roads merging in or diverging from the State Highways and other important roads;
- viii) To take action in accordance with Street Vendors (Protection of Livelihood & Regulation of Street Vending) Act, 2014 for removal of illegal encroachments on pedestrian path;
- ix) To implement strictly the directions issued by the Committee on 18th August, 2015 on the action to be taken in respect of certain traffic offences.

The Secretary, GOI has informed that Ministry of Road Transport and Highways stressed to take initiatives to achieve the target set under the UN Decade of Action by bringing down the road related fatalities by 50% by 2020. A prominent NGO working relentlessly for the cause of road safety in the Country and who, in association with MoRTH, is undertaking multiple activities to improve road safety in the country and hold seminar for the following :-

- 1) Campaign for Black Spot Removal
- 2) Road Safety Education in Schools
- 3) First Aid Trauma Care

While examining the report sent by STC, Punjab, the committee advised for a comprehensive compliance report by 31st March, 2016. In one of communication, the Committee shown displeasure over increase of road accidents by 4.21% during 2015 in our state and asked for findings by 30th May, 2016 and a comprehensive compliance report in respect of all directions by 30th June, 2016. The Secretary, GOI, while sending latest report entitled "Road Accidents in India – 2015" prepared by the Transport Research Wing of the Ministry and welcomed the suggestions for improving the quality and coverage.

Thus there is need for taking correct remedial measures for finalizing a compact roadmap.

All concerned be called for this meeting and be requested to come with reports regarding measures already been taken by respective department.