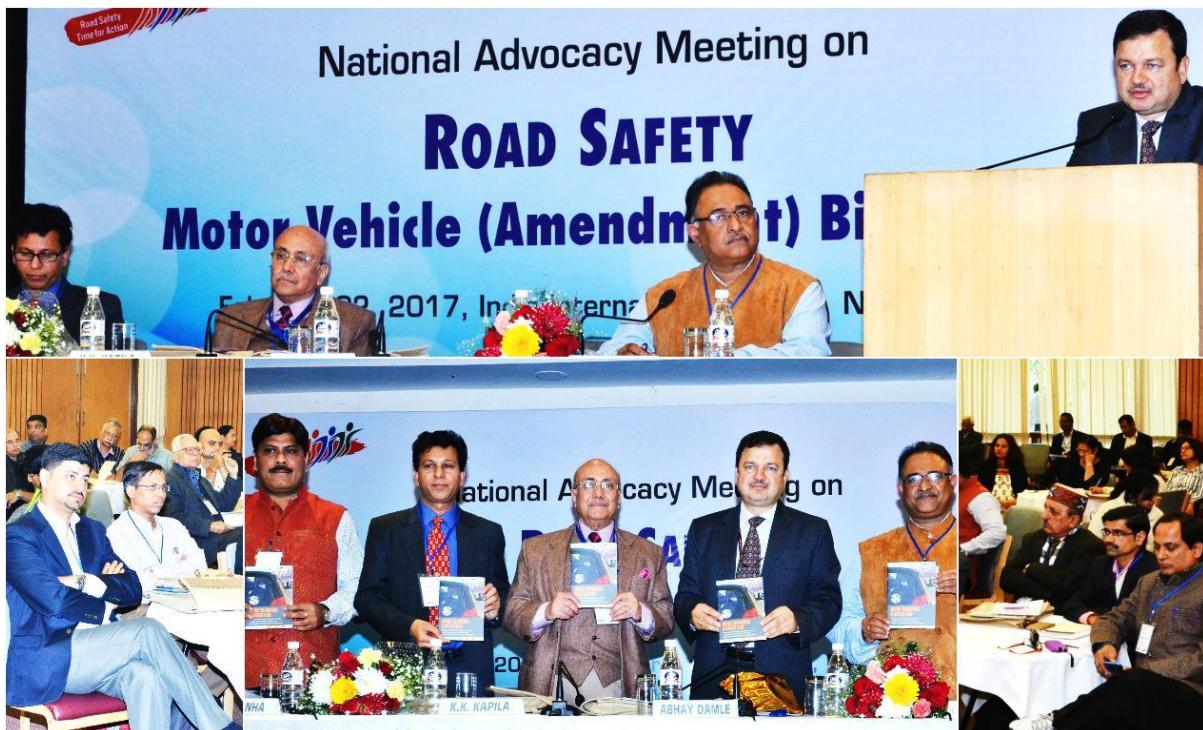


## National Advocacy Meeting on ROAD SAFETY: Motor Vehicle (Amendment) Bill, 2016

New Delhi, India, February 02, 2017



## Background

The advocacy meeting on road safety was organised under the project entitled, 'Campaign for Enhanced Road Safety in India through Advocacy for Enactment of Motor Vehicles (Amendment) Bill, 2016' at New Delhi on February 02, 2017. The objective was to discuss changes made in the Motor Vehicles (Amendment) Bill, 2016 and advocate for its early enactment. More than 100 participants representing 20 states comprising consumer activists, representatives from various organisations working in the area of road safety, legal experts, transport engineers, traffic police and other stakeholders participated.

## Proceedings

### *Session 1: Inaugural Session*

**George Cherian**, Director, CUTS International after welcoming guests, speakers and participants said that the objective of the meeting is to advocate for the speedy enactment of the Motor Vehicles (Amendment) Bill, 2016. India is on the top of the world in terms of vehicle population. It has only two percent of vehicles population, but India accounts for more than 10 percent of road accidents of the world which result in an average of more than 400 deaths per day on Indian roads and 17 people per hour.



While comparing with the data of 2014, there is an increase of road accidents by 2.5 percent in 2015: in 2015 more than 5 lakh accidents occurred and around 1.46 lakh people lost their lives, he accounted. He also stated that as per media reports, 1682 times more people died in roads in India in 2015, than in terrorist strikes. Speeding was the single largest cause for accidents, accounting for around 42 percent of accidents, followed by drunk driving and low use of helmets, seat belts and child restraint system.

He said that since last four months, the Bill is before the Parliamentary Standing Committee (PSC) on Transport. The early passage of the Bill can ensure more safety and prevent an average of 12,000 more people dying on Indian roads every month. He called all participants to advocate for its speedy enactment.

**Nalin Sinha**, representative, Bloomberg Global Health Incubator and Global Road Safety Partnership (GRSP) also spoke in the inaugural session and presented an overview of road safety scenario in India. He mentioned that on daily basis 25 percent of people walk to work, and if we compile the data than around 47 percent people walk to work, take cycle or bus to go for work. These 47 percent of road users are most vulnerable to road accidents.



Speaking about the fatality rate, he pointed that 90 percent of the fatality is from low income countries worldwide. Coming back to India's scenario he accounted that 12 percent of the people die due to road accidents in India and around 477,000 get

injured every year out of which 70 percent are seriously injured and rest 30 have minor injuries. While shedding light on key risk factors of road accidents, he focussed on the speeding which is followed by drinking and driving, not using seat belts, helmets and using mobile phones, which result in distracting driving and causing accidents. He also remarked that if we are able to reduce the speed limit, a lot of accidents can be prevented.



Dignitaries releasing 'Guide to Buying Safer Car'

**Abhay Damle**, Joint Secretary (Transport), Ministry of Road Transport and Highways, Government of India highlighted various provisions of the Bill. He mentioned that every aspect of road safety is on government's priority. While referring to Group of Ministers he said that it has given 63 recommendations which are in the active consideration of the Ministry. He also referred about the constitution of the PSC on Motor Vehicles (Amendment) Bill, 2016 which is gathering views and suggestions of all the key stakeholders which will be very useful to further strengthen it.

Further he spoke about aims of the Bill and said that it aspires for speedy assistance to victims, automation, strengthening public transport, more powers to states and others. He said that in India in 77 percent of cases of road accidents, drivers are at fault but in US this percentage is 90. The government is trying to improve the data collection format which will ensure better data collection of accidents/road crashes. He justified higher penalties imposed in the Bill saying that it will ensure better compliance of law. He highlighted that strict provisions have been kept in the Bill to regulate the vehicle body builders as well so that they are more accountable. He mentioned that good provisions have been made in the Bill regarding the online licence/vehicle fitness and others, developing driving skills, third party insurance, aggregation of taxies etc.

He emphasised on the need of strengthening the public transport and promoting shared mobility so that pressure on roads can be reduced and minimised. He stated that in order to reduce accidents it is necessary to educate road users. Speaking about the increased penalties in the Bill for over speeding, over loading, not wearing helmets, he highlighted the 'driving in wrong side' is the riskiest one. He added that Bill aims to address problems of accident victims, and how speedy treatment to victims can be provided.

Many questions were raised by participants regarding the speedometer in the motor vehicles, ISI marked helmets, and traffic lights. In response to queries raised by activists, Damle said that he will take into consideration suggestions provided regarding mandatory ISI marked helmets and installing speed governors at the time of vehicle manufacturing. He further said that with two-wheelers outnumbering any other type of vehicle on Indian roads and accounting for the highest number of road accident deaths, the Ministry of Road Transport and Highways (MoRTH) and the Bureau of Indian Standards (BIS) are in discussion for upgrading the quality standards of helmets. At present, people who ride a bike or scooter use poor quality helmets including construction and industrial helmets. He said that a distinctly marked helmet for two-wheelers will help reduce risk of accident deaths in a big way.



**K K Kapila**, Chairman, International Road Federation (IRF) also spoke in the inauguration session addressing that we lose around three percent of GDP because of road accidents. He mentioned that the socio-economic impact of road accidents is much more than the figures which have been mentioned in the meeting. He emphasised the need of developing a synergy among all key stakeholders to ensure better road safety in the country as it is urgent need of the hour.

### *Session 2: Experts View on Road Safety*



S B S Tyagi, S S Jain and P K Sarkar providing their expert views on road safety

**S S Jain**, Professor Transportation Engineering Group, IIT Roorke mentioned that India will be first in ranking of road accident injuries by 2025 which is at number nine at present if we fail in curbing the rate of road crashed. He raised the concern of 10,000km of highways being only single lane even today which causes lots of road accidents injuries/deaths.

He further said that in 1960 the total expenditure on road construction was six percent of the gross domestic product (GDP) which has come down to 1.75 percent in 1990. He underlined the importance of creating more education programmes for common mass and training to traffic cops. Citing his own experience as an accident victim, he shared that there are mainly two constituents of a road accident: first is the road, upkeep of which is the duty of the government and other being the vehicle, maintaining of which the duty of the owner/user of the vehicle is.

Improper road design is the biggest factor for road accidents he added. Comparing the anatomy of the human body with that of a motor vehicle, he appealed to vehicle owners to keep the Engine, Clutch and Gear (ECG) in right condition. He also urged that educating drivers is must in order to reduce accidents.

**P K Sarkar**, Professor and Head of Department, School of Planning & Architecture compared India's state with some other countries and cited initiatives taken by Japan, Sweden and other countries in substantially reducing the road fatalities urged to have concrete actions in tackling with the menace. He further said that the government needs to take lots of engineer measures to ensure road safety along with the scientific investigation of road accidents and crashes and ensuring good enforcement measures on road itself.

He also mentioned that a city-specific master plan has to be made for Intelligent Traffic System (ITS) for better regulation and enforcement of the law, rules and regulations. He strongly advocated for a graduated licencing system as in Australia and cooperative high system which will yield better and fruitful results in achieving the targets related to road safety in India.

**S B S Tyagi**, IPS, Additional Commissioner (Traffic) Delhi Police, New Delhi stated that people are educated but have no concerns for the vulnerable road users. He insisted that nothing works better than enforcement. Further he said that in addition to engineering, safety and licencing provisions, here is need to enforce the law strictly only which can bring substantial and visible changes.

Tyagi said high-end cars being driven by young, educated but inexperienced drivers is becoming a major cause for road accidents in Delhi and NCR. At present, about 25,000 vehicles are challenged daily in Delhi for various violations but it is surprising that not a single driving licence has been cancelled by the transport department.

**Varsha**, Ph.D (Pharm. Sciences) citing her experience as a survivor of road accident focussed on teaching people, especially children, about the importance of seat belt. Narrating her experience she appealed everyone to wear seat belts even sitting on the back seat.



She also showed a brief presentation which contained pictures of her Maruti Ritz which collided with the truck causing serious injuries to passengers including her and death of her close friend.

### Session 3: Law Makers perspective on Road Safety

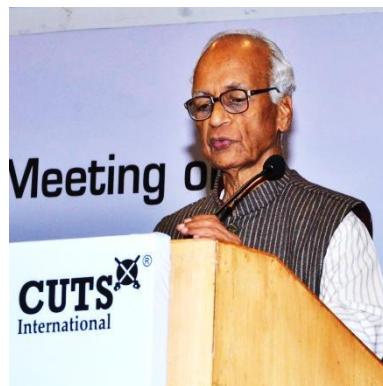


**N K Premachandran**, Member of Parliament, speaking in the session on 'Lawmakers' perspective on Road Safety' said that there is an urgent need for passage of the Bill but at the same time it needs elaborate discussions. Taking the discussion forward he said that road safety is directly connected to road engineering and hence it should also be the duty of the government to bear the penalty if accidents are caused due to faults in roads.

He said that 90 percent of the road accident deaths are caused in low and middle income countries, out of which 64 percent vehicles are registered. As per the data of World Health Organisation, road crashes will increase by 80 percent in 2020, he said. Elaborating on fatality risk, he said that motorcyclists are at highest risk resulting to 23 percent of deaths followed by pedestrians and cyclists at 22 percent and 4 percent respectively.

He also stated that the country loses Rs 750 billion every year due to road accidents which leads to two-three percent of the GDP. He also answered to questions raised by participants. Premchandran also spoke about measures to be taken in order to protect road accident highlighting on educating road users. He also appreciated efforts of CUTS for actively participating in road safety issues and providing fruitful suggestions on the Bill.

**Rangasayee Ramakrishna**, Member of Parliament Rajya Sabha and Member of PSC on Transport, Tourism and Culture said that road safety is serious concern of the society. Stating reasons of accidents, he said that there is no segregation of roads on highways and due to which accidents are caused. While narrating two road accidents, he highlighted the default of roads causing accidents. He suggested that a board should be formed on National Road Safety to ensure the participation of states in law making. The members should actively participate to bring out changes in the present scenario, and ensure lesser road accidents.



At the end of each of sessions, a question/answer session was held wherein participants raised many queries which were responded by expert speakers.

**Madhu Sudan Sharma**, Senior Project Coordinator, CUTS summarised the proceedings.

He said that meeting was extremely good in the sense that need of early passage of Motor Vehicles Amendment Bill, 2016 was re-established by representatives of m

ore than 20 states. A good data set has been shared with participants on road safety scenario in India. He said that key takeaways of the meeting will be shared with policymakers and MoRTH with take it up further.



He thanked representatives from MoRTH, GHAI, GRSP partners, consumer organisations and representatives of roads safety organisaions, media, and resource persons in three technical sessions. He also conveyed thanks to all law makers who are MPs and have been helpful through the programme implementation especially NK Premchandran, MP Lok Sabha and Rangasayee Ramkrishana, MP, Rajya Sabha for taking this advocacy efforts of CUTS forward.

## Agenda

<b>Time</b>	<b>Activity</b>	<b>Resource Person</b>
09.30 am-10:30pm	Arrival, Registration of delegates & Tea	
10:30am-11:30am	Inaugural Session	
	Welcome & Introductory remarks:	George Cherian Director, CUTS
	Highlights of Motor Vehicles Amendment Bill, 2016	Nalin Sinha Consultant, GRSP, New Delhi
	Keynote Address by Special Guest	K K Kapila Chairman, International Road Federation (IRF)
	Book Release: Guide to Buying A Safer Car	Chief Guest
	Ministry's Initiatives on Road Safety	Abhay Damle Joint Secretary, Department of Transport Government of India, New Delhi
11:30 am-12:00 pm	Tea Break	
12:00 pm-1:30 pm	Expert Views on Road Safety	P K Sarkar, Prof. & Head of Department, School of Planning & Architecture, Ministry of HRD, New Delhi S S Jain, Professor Transportation Engineering Group, IIT, Roorkee S.B.S. Tyagi, IPS, Additional Commissioner (Traffic) Delhi Police, New Delhi
1:30 pm-2:30 pm	Lunch	
2:30 pm-4:00 pm	Law makers perspective on Road Safety	Panel of Hon'ble Members of Parliament N K Premachandran, MP, Lok Sabha Rangasayee Ramkrishna, MP, Rajya Sabha
4.25pm	Summing up & Vote of Thanks	Madhu Sudan Sharma, Sr. Project Coordinator, CUTS
4.30 pm		High Tea, Departure

## Background Paper

### Introduction

Road accidents are now globally recognised as a serious public health problem. More than 1.2 million people die each year on the world's roads, making road traffic injuries a leading cause of death in the world. As per Global Health Observatory (GHO) data in 2013, low- and middle-income countries had higher road traffic fatality rates per 100,000 populations (24.1 and 18.4, respectively) compared to high-income countries (9.2). Almost half of all deaths on the world's roads are among those with the least protection – motorcyclists, cyclists and pedestrians.

Road traffic injuries involve issues of social equity, having a disproportionate impact on the poor in developing countries, where most victims are vulnerable road users (such as pedestrians, children, cyclists and passengers) having less access to medical services, their chances of survival and recovery after crashes are also relatively lower. As per Global Status report on Road Safety 2015, globally, road traffic crashes are a leading cause of death among young people, and the main cause of death among those aged 15–29 years. As people in this age groups are the most economically active are also most affected by road crashes, this is an added burden on poorer countries attempting to tackle poverty and raise levels of economic growth.

### The Indian Scenario

In India, according to official statistics 141,526 persons were killed and 477,731 injured in road traffic crashes in 2014 (NCRB, 2015). However, this is probably an underestimate, as not all injuries are reported. The actual numbers of injuries requiring hospital visits may be much more. The situation in India is worsening and road traffic injuries (RTIs) have been increasing over the past 20 years. This may be partly due to the increase in number of vehicles on the road but mainly due to the absence of coordinated evidence-based policy to control the problem.

Some startling facts about the road safety issue in India are as below:

Total number of road accidents in 2015 was 501,423 in 2015, 2.5 percent up from 2014. Persons killed in road traffic crash increased by 4.6 percent to 146,133 in 2015 from 139,671 in 2014. On an average 1,374 accidents and 400 deaths take place every day on Indian roads. Over speeding caused 240,463 (47.9 percent) accidents and 64,633 (44.2 percent) road deaths.

Driving under influence of alcohol/drugs accounted for 16,298 (3.3 percent) accidents and 6755 (4.6 percent) deaths. Vulnerable road users (pedestrians, cyclists and two-wheeler riders) comprised 63,089 road fatalities. Number of persons killed per 100 accidents has increased to 29.1 in 2015 from 28.5 in 2014.

National Highways accounted for 51,204 (29 percent) road deaths in 2015 as compared to 47,649 (29.9 percent) in 2014. State Highways registered 40,863 (28 percent) deaths last year. 54.1 percent of all persons killed in road accidents were in the 15 -34 years age group during the year 2015. Traffic police are the source of official government statistics related with road traffic injuries in India. The actual figures may be much more than what is reported.

The economic, social and health losses resulting from road traffic injuries are not inevitable. There is substantial evidence confirming that road traffic injuries can be prevented. A number of factors have been identified as increasing the risk of traffic-related injuries, including inappropriate and excess speed, non-use of seat belts and child restraints, drinking and driving, non-use of helmets by riders of motorised two-wheelers, poorly designed or insufficiently maintained road infrastructure and vehicles that are old, not well maintained or that lack safety features.

Regulatory and other actions that address these risk factors have led to dramatic decreases in road crashes in many countries. The provision of emergency trauma care services has also been shown to be important in mitigating the negative impacts of road traffic crashes.

### **Present Context**

Over the past decades, many regional and global road safety initiatives have been implemented. These initiatives stress the role of many sectors in the prevention of road traffic injuries and describe the fundamental concepts of road traffic injury prevention, the magnitude and impact of road traffic injuries, the major determinants and risk factors and effective intervention strategies.

Almost a year ago, the 'Road Transport and Safety Bill, 2015 – Draft was tabled in Parliament. To address the issue of road safety and improve the facilitation of citizens while dealing with transport department, the MoRTH referred it to the PSC and constituted a Group of Ministers (GoM) of Transport of States. The GoM recommended that to address the pressing issue of road safety and improving transport scenario, the government should immediately bring amendments to the present Motor Vehicle Act. On August 03, 2016 Cabinet Chaired by Prime Minister approved the bill. PSC on Transport, Tourism and Culture has also had rounds of meetings on the issue and the report of the PSC is expected to be submitted soon. Now it is high time that the Bill to be passed in the Parliament.

### **The National Advocacy Meet**

CUTS has been working in the area of road safety for more than two decades. Since 2005 onwards CUTS has also been engaging with the Parliamentarians through Parliamentarians' Forum on Economic Policy Issues (PARFORE), a non-partisan informal forum conceived by CUTS. A special meeting of PARFORE on Road Safety was organised at New Delhi on November 16, 2016 wherein nine MPs cutting across party lines participated and contributed.

In the final run up to get the Motor Vehicles Amendment Bill enacted, National Advocacy Meeting (NAM) was organised in New Delhi on February 02, 2017 which brought together a cross-section of stakeholders.

The meeting advocated with the Parliamentarians for their support to the Bill during debate and voting in their respective houses. It also solicited support of consumer/other relevant organisations working on road safety, road transport authorities, traffic police, concerned citizens and media for being part of advocacy for the Bill. It focussed on creating awareness about the dire need for the Bill and its key highlights among all stakeholders and common public, which will further enhance the

demand for its speedy enactment without weakening the envisaged regulatory provisions of it.

It is expected to help overcome roadblocks in the passage of Bill and hope to get a strong Bill enacted in near future.

## Registration

S.No	Name	Place
1.	Prerna Arora	Centre for Road Safety, Jaipur
2.	Padam Mohan Misra	Upbhokta Sanrakchhan & Kalyan Samiti, Kanpur
3.	Arun Kumar Misra	Indian National Consumer Federation (INCF), Lucknow
4.	Abhishek Srivastava	CONSUMER GUILD, Lucknow
5.	Lavi Tikkha	Avadh Upbhokta Hit Sanrakshan Samiti, Lucknow
6.	Naveen Kumar Dixit	Gramin Jan Sewa Samiti Shahjahanpur, Uttar Pradesh
7.	Uday Mawani	Consumer Protection Education, Ahmedabad
8.	Archana Sabnis	Mumbai Grahak Panchayat, Mumbai
9.	Ranjit Gadgil	Parisar, Pune
10.	Roland Martins	Goa-Civic & Consumer Action Network, Margao
11.	Amrit Lal Saha	Consumer's Protection Association, Agartala
12.	Joydul Hossain	Consumers Association, Bishalgarh
13.	Pradip Nandi	National Centre Human Settlements & Environment, Bhopal
14.	Shiv Dutt Bhardwaj	Himachal Upbhokta Sanrakshan Parishad, Shimla
15.	Prashant Panda	Federation of Consumer Organisation of Odisha (FOCCO) Cuttack
16.	P C Sahu	Bhanja Institute for Rural Development (BIRD), Ganjam
17.	Raktim Barthakur	Consumers' Legal Protection Forum Assam & Federation of North Eastern Consumer Organisation, Guwahati
18.	Joydul Hossain	Consumers Association, Bishalgarh
19.	Kiran Chougale	Belagavi NGO
20.	Ravindranah Guru	Consumer Care Society, Bengaluru
21.	Dr Mahesh Kadammanvar	Advocacy Officer Institute of Public Health

22.	Ashfaq Ahamed	All India Federation of Motor Vehicles Department Technical, Bangalore
23.	Ranjith KU	Rajgiri Outreach, Kochi
24.	Sabu T	Centre for Environment and Development, Thiruvananthapuram
25.	P Rama Rao	Visakha Consumers' Council, Visakhapatnam
26.	Rajesh Trivedi	ALERT- We Care, Chennai
27.	Sabarivas	Thozhan, Chennai
28.	Selvaraj	FEDCOT, Chennai
29.	X Selvam Sounder	Madras Metropolitan Consumer Rights Protection Centre
30.	S Saroja	Citizen consumer and civic Action Group (CAG), Chennai
31.	Sumana Narayanan	Citizen consumer and civic Action Group (CAG), Chennai
32.	Arnab Ganguly	Associate Policy Analyst, Calcutta Resource Centre, Kolkata
33.	Mohd. Imran	Safe Road Foundation
34.	Jyoti Srivastava	J.S. Law Office
35.	Surinder Verma	Citizens Awareness Group, New Delhi
36.	Sunil Prakash	Consumer's Forum, New Delhi
37.	Reeta Nayak	Consumer Activist, New Delhi
38.	Anil Singh	Multi Vision Foundation, Delhi
39.	G C Mathur	Convenor-Trustee Treasurer New Delhi
40.	Commodore Ranbir Talwar	Indian Head Injury Foundation, New Delhi
41.	Ashim Sanyal	Consumer Voice, New Delhi
42.	Ramavtar Yadav	Grahak Sahayak, Gurgaon
43.	R Lakshmaiah	All India Road Transport Workers Federation, New Delhi
44.	Mahesh K Jain	JVM PG College Charkhi ,Dadri
45.	Gaurav Gupta	WHO India
46.	Sheetal Kapoor	Kamla Nehru College

47.	Rekha Rawat	Bharti Manav Kalyan Samiti, Noida
48.	Tanu Jain	Ministry of Health and Family Welfare, New Delhi
49.	S L Tondon	Siddharth Enclave, New Delhi
50.	Vinod Kumar	ANI TV R.K. Puram
51.	JVK Arora	International Road federation (IRF), Noida
52.	Ajay Jawakar	Dwarka, New Delhi
53.	S K Mishra	New Delhi
54.	Shalini Bassi	Public Health Foundation (PHFI), Delhi
55.	Rajeev Rajan	Jangpura ,New Delhi
56.	H Upadhyaya	New Delhi
57.	P Elanchohi Q	TNHA, Chennai
58.	Reeta Nayak	Consumer Activist, New Delhi
59.	Veena Nabar	International Road Federation IRF, New Delhi
60.	Navneet Sinha	International Road Federation IRF, New Delhi
61.	Anupam Avasthi	International Road Federation IRF , New Delhi
62.	Amarjeet Singh	Consumer Voice, New Delhi
63.	Rimki Sharma	Consumer Voice , New Delhi
64.	Ekta Purohit	Consumer Voice, New Delhi
65.	Shahana	New Delhi
66.	Dhiraj Sethi	New Delhi
67	R Lakshmaiah	All India Road Transport Workers Federation, New Delhi
68.	Dipak Dash	Times of India, New Delhi
69.	Kishore Dudani	Ministry of External Affairs, New Delhi
70.	S P Anand	Grahak Sahayak ,Gurgaon
71.	M S Sharma	Grahak Sahayak Gurgaon
72.	Neetu	Consumer Coordination Council, Delhi
73.	Gopala Goyal	New Delhi

74.	Kapil Pareek	Windsor Place ,New Delhi
75.	Abhay Damle	Joint Secretary (Transport), Ministry of Road Transport and Highways, GOI , New Delhi
76.	S S Jain	Transportation Engineering Group Department of Civil Engineering, Indian Institute of Technology Roorkee
77.	S B S Tyagi	Additional Commissioner Traffic , Delhi Police New Delhi
78.	N K Premchandran	Member of Parliament Lok Sabha, New Delhi
79.	Nalin Sinha	Global Health Incubator and Global Road Safety Partnership, New Delhi
80.	PK Sarkar	School of Planning Architecture New Delhi
81.	K K Kapila	International Road Federation, New Delhi
82.	Rangasayee Ramankrishna	Member of Parliament, Rajya Sabha, New Delhi
83.	Jayashree Gupta	Consumers India, New Delhi
84.	Vjay Singh	CUTS DRC, New Delhi
85.	Ramsaran Singh	CUTS DRC, New Delhi
86.	Madan Giri Goswami	CUTS CHD Chittorgarh
87.	George Cherian	CUTS CART, Jaipur
88.	Amardeep Singh	CUTS CART, Jaipur
89.	Deepak Saxena	CUTS CART, Jaipur
90.	Madhu Sudan Sharma	CUTS CART, Jaipur
91.	Renu Beniwal	CUTS CART, Jaipur
92.	Jeetali Agnani	CUTS CART, Jaipur
93.	Dharmendra Chaturvedi	CUTS CART, Jaipur
94.	Bipul Chatterjee	CUTS CART, Jaipur
95.	Amrat Singh	CUTS CART, Jaipur

## Media Coverage

### ***Country loses Rs. 750 billion every year due to road accidents***

February 03, 2017

Many international best practices have been incorporated in the Motor Vehicles (Amendment) Bill 2016 and the much awaited bill is expected to be presented in the Parliament in the second half of the ongoing budget session, said Abhay Damle, Joint Secretary (Transport), Ministry of Road Transport and Highways, Gov. of India speaking at a national advocacy meeting.

National Advocacy meeting on Road Safety was organized by CUTS International, a leading consumer organisation at India International Centre (IIC), New Delhi. The one point agenda of the meeting was to advocate for the early enactment of the Motor Vehicles (Amendment) Bill, 2016. About 100 participants representing more than 20 states consisted of Consumer Activists, representatives from organisations working on Road Safety, legal experts, transport engineers, traffic police and other stakeholders attended the meeting.

On this occasion, a booklet on 'Guide to Buying Safer Car' also was released by the by Chief Guests. Addressing to the session Damle highlighted various provisions of the bill and said that there are all provisions to address road safety issues. In response to the queries raised by activists Damle said that he will take into consideration the suggestions provided regarding mandatory ISI marked helmets and installing speed governors at the time of vehicle manufacturing.



George Cherian, Director, CUTS International in his opening remarks highlighted that while India has only 2 percent of motor vehicles population, however it accounts for more than 10percent of road accidents of the world which results in on an average more than 400 people dying each day on Indian roads. He also said, as per media reports, 1682 times more people died in roads in India in 2015, than the people died in terrorist strikes. He advocated for the changes we can make by educating the people and maintaining the discipline on the road.

Nalin Sinha, representative, Bloomberg Global Health Incubator and Global Road Safety Partnership (GRSP) also spoke in the inaugural session and presented an overview of road safety scenario in India. K.K.Kapila, Chairman, International Road federation (IRF) also spoke in the inaugural session.

A technical session including Panel of Experts on Road Safety was also conducted which comprised eminent speakers S S Jain, Professor, Transport Engineering, IIT Roorkee, P K Sarkar, Prof. and Head of Department, School of Planning & Architecture, Ministry of HRD New Delhi and SBS Tyagi, Additional Commissioner (Traffic) Delhi Police, New Delhi.

Jain citing his own experience as an accident victim shared that there are mainly two constituents of a road accident, first is the road, upkeep of which is the duty of the government and other being the vehicle, maintaining of which is the duty of the owner/user of the vehicle. Comparing the anatomy of the human body with that of a motor vehicle, he appealed to the vehicle owners to keep the Engine, Clutch and Gear (ECG) in right condition. He also urged that educating the drivers is must in order to reduce the accidents.

P K Sarkar continued the session and gave his views on road safety comparing the India's state with some other countries and citing the initiatives taken by Japan, Sweden and other countries in substantially reducing the road fatalities urged to have concrete actions in tackling with the menace.

Shri S.B. Tragi, IPS, Additional Commissioner (Traffic) stated that people are educated but have no concerns for the Vulnerable Road Users. He insisted that nothing works better than enforcement. Further he said that in addition to engineering, safety and licensing provisions, we need to enforce the law strictly only which can bring substantial and visible changes.

**In the session “Law Makers perspective on Road Safety” Honorable MP’s presented their views on Road Safety.**

N K Premachandran, MP, speaking in the session on ‘Lawmakers’ perspective on Road Safety’ said that there is an urgent need for passage of the bill but needs elaborate discussions on the same. Taking the discussion forward he said that it should also be the duty of the government to bear the penalty if the accidents are caused due to defaults in roads. Premachandran stated that the Country loses Rs. 750 billion every year because of the road accidents.

Rangasayee Ramakrishana, MP Rajya Sabha and member of PSC on Transport said that a board should be formed on National Road Safety to ensure the participation of states on law making.

**Some of the links of the coverage:-**

<http://www.autonewspress.com/ministry-road-transport-touch-bis-providing-distinctive-marking-automobile-helmets-country/>

<http://news.webindia123.com/news/Articles/India/20170205/3050037.html>  
<http://timesofindia.indiatimes.com/business/india-business/govt-in-talks-with-bis-for-quality-upgrade-of-helmets/articleshow/56959775.cms>  
<http://auto.economictimes.indiatimes.com/news/aftermarket/govt-in-talks-with-bis-for-safe-automotive-helmets/56935352>

<http://www.uniindia.com/new-motor-vehicle-bill-will-help-curtail-road-accidents-say-experts-lawmakers/india/news/772067.html>  
<http://www.thehindu.com/news/cities/Delhi/Govt-in-talks-with-BIS-to-upgrade-helmet-standards/article17195339.ece>