

Pursuing Strategies for Road Safety

- A Vision Document



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A Member of Road Safety Network (RSN)

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Foreword



Dr Nitin R. Gokarn
Chairman
National Road Safety Board

Road safety is one of India's most urgent public-policy and public-health challenges. Behind every road crash statistic lies an irreversible human tragedy: a life lost, a family affected and, in many cases, a household pushed into economic and social distress. Creating safer roads must therefore be regarded not merely as a transport-sector responsibility, but as a national development imperative founded on the right to life, dignity and safe mobility.

India has made significant progress in strengthening its legislative, regulatory and institutional framework for road safety. The Motor Vehicles (Amendment) Act, 2019, improvements in vehicle-safety standards, the expansion of highway infrastructure, the growing use of technology and the establishment of dedicated institutions have created an important foundation. Nevertheless, the continuing number of fatalities and serious injuries reminds us that the real measure of success lies in outcomes on the ground.

A safe road-transport system requires coordinated and sustained action across engineering, enforcement, education, emergency care and evaluation. These elements must operate as parts of a single system rather than as isolated interventions. Equally important is the need to move from a reactive approach or responding after crashes occur to one that anticipates and systematically manages risk.

This requires reliable and integrated data, scientific investigation of crashes, safer road design, effective speed management, responsible driving behaviour, consistent enforcement, safer vehicles and timely post-crash care. Particular attention must be given to pedestrians, cyclists, two-wheeler users, children and other vulnerable road users, who bear a disproportionately high share of the burden.

Implementation at the State, district and local levels will be decisive. Road safety responsibilities extend across multiple departments and agencies; consequently, clearly assigned ownership, measurable targets and regular performance reviews are essential. State and district road safety plans should be supported by adequate resources, defined timelines and outcome-based monitoring. Technology and intelligent transport systems can strengthen this effort, but their adoption must be guided by evidence, interoperability, public interest and the actual conditions prevailing on Indian roads.

Government institutions cannot accomplish this transformation alone. Civil society organisations, academic and technical institutions, industry, professional bodies, communities and individual road users all have important roles. Civil society can contribute by generating evidence, strengthening public awareness, representing the concerns of vulnerable road users, supporting implementation and creating constructive accountability.

CUTS International has remained engaged with road safety for more than three decades, approaching it from the perspective of consumer welfare, effective regulation and good governance. Its work has encompassed research, policy engagement, legislative reform, public awareness, capacity building and

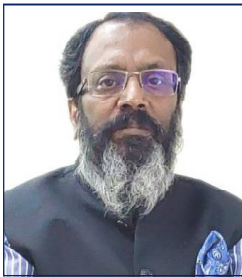
grassroots action. This Vision Document draws on that institutional experience while identifying areas for its future engagement, including scientific speed management, child and two-wheeler safety, digital infrastructure, Good Samaritan awareness, State and district action plans, and the economic analysis of road crashes.

The document is particularly timely as India seeks to translate its road safety commitments into demonstrable and sustained reductions in fatalities and serious injuries. Its emphasis on evidence, institutional accountability, stakeholder participation and implementation reflects several of the capabilities that must be strengthened across the country.

Road safety is ultimately a shared responsibility, but it also demands clearly defined accountability. Progress will require sustained political and administrative commitment, professional competence and a collective change in attitudes towards risk and responsible road use. Every preventable death on the road must be treated as unacceptable.

I commend CUTS International for documenting its experience and setting out its future priorities through this Vision Document. I hope it will stimulate informed discussion, encourage wider collaboration and contribute to the common national objective of ensuring safe, inclusive and sustainable mobility for every road user.

Preface



Bipul Chattopadhyay
Executive Director
CUTS International

Road safety is most effective when it is supported by sound evidence, informed by experience, and translated into sustained actions. It is a significant public health and development challenge, placing a monumental burden on the Indian society and the economy every year.

In 2024, India recorded 487,707 road crashes, resulting in 177,175 fatalities. Over-speeding accounted for 70.3 percent of road fatalities, while two-wheeler users represented 46.2 percent and pedestrian's 20.6 percent of all fatalities.

Behind these numbers are families and communities whose lives are deeply affected. Therefore, it's not just a matter of transport and traffic management, but also of public health, social well-being, economic development and the protection of human life.

Keeping this broader perspective in mind, for more than three decades, CUTS International has undertaken work on road safety as part of its broader commitment to consumer welfare. CUTS's engagement began with its landmark 1990 study, which contributed to the formulation of the National Road Safety Policy, 1993, and has since included research, technical studies, consultations, awareness activities, capacity building and knowledge sharing.

Its work has focused on generating evidence, sharing knowledge and supporting stakeholders in understanding and addressing road safety concerns. This institutional experience provides a strong foundation for identifying areas for future engagement and contributing to ongoing road safety efforts.

Road safety, however, is a complex and evolving area in which policies and institutional arrangements need to be complemented by effective implementation, appropriate

technical knowledge and continued capacity building. Experience from the field also demonstrates the value of bringing together diverse perspectives and facilitating knowledge sharing across institutions and levels of governance. Such an approach can help identify implementation challenges, document good practices and support the development and adoption of practical, evidence-based solutions.

It is in this context that *Pursuing Strategies for Road Safety - A Vision Document* has been developed. It brings together CUTS's experience and identifies areas in which its research, knowledge and institutional capacities can contribute to ongoing road safety efforts.

The document is intended to provide strategic direction to CUTS's future programmes and serve as a framework for continued learning, knowledge sharing and implementation support.

The implementation of this Vision will draw upon CUTS's established strengths in research, evidence generation, technical knowledge, stakeholder consultation, capacity building and documentation of implementation experiences.

The organisation will work with relevant institutions and stakeholders, within their respective mandates, to facilitate knowledge exchange, strengthen understanding of road safety issues and support the application of evidence in relevant programmes and processes. This approach builds upon CUTS's RANC

framework, combining research with advocacy, networking and capacity-building.

An important area of this work will be to support the implementation of Zero Fatality District (ZFD) programme of the Ministry of Road Transport and Highways, Government of India. The ZFD approach provides an important framework for moving towards the systematic prevention of road deaths and serious injuries.

CUTS will contribute to this effort through evidence generation, technical inputs, capacity building, knowledge sharing and documentation of implementation experiences. Particular emphasis will be placed on understanding the factors that enable effective implementation at the state and district levels, including through State and District Road Safety Action Plans and their associated monitoring and review mechanisms.

This Vision Document is, therefore, both a reflection of CUTS's experience and a framework for its future work. It is intended to guide programmes that are evidence-based, implementation-oriented and responsive to the needs of different road users and contexts.

It is hoped that the approach outlined here will contribute to stronger implementation, greater institutional learning and, ultimately, sustained progress towards Zero Fatality on India's roads.

Introduction

With the aim of realising its Mission of “consumer sovereignty in the framework of social justice, economic equality and environmental balance, within and across borders,” CUTS International has treated road safety as a core consumer protection concern for more than three decades.

Road traffic injury is, at its heart, a consumer welfare issue: it is ordinary road users — pedestrians, cyclists, two-wheeler riders, passengers and children — who bear the overwhelming burden of an unsafe transport system, often with the least opportunity to have their concerns reflected in policy and implementation responses.

Road Safety Vision

To save lives and prevent injuries on India’s roads by supporting evidence based policy intervention, encouraging scientific, evidence based safety governance, empowering road users, and strengthening accountability across all levels of the transport ecosystem.

Globally, approximately 1.19 million people lose their lives in road crashes every year, with as many as 50 million sustain injuries. India carries a disproportionate share of this burden. According to the World Bank, road crashes cost the Indian economy between five and seven percent of GDP annually, while India accounts for nearly 10 percent of global road crash fatalities despite having only about 1 percent of the world’s vehicles. Reducing this toll is also a global policy commitment.

Under the United Nations Second Decade of Action for Road Safety (2021-2030) and Sustainable Development Goal (SDG) Target 3.6, India, together with other UN member states, has committed to halving road traffic fatalities and injuries by 2030. This scale of human, social and economic loss places road safety squarely within CUTS broader agenda of enhancing consumer welfare through good governance, effective regulation, and evidence-based policy engagement.

CUTS engagement with road safety began with its 1990 study, which became the basis for the National Road Safety Policy of 1993, and has since evolved into a

sustained, multi-decade programme of research, litigation, stakeholder engagement, and grassroots outreach. In more recent years, these efforts have also been advanced through the Road Safety Network (RSN), CUTS dedicated platform for coordinated collaboration with national and international partners.

Consistent with the CUTS@50 Vision Document's articulation of the organisation's three pillars — Rules based Trade, Effective Regulation and Good Governance — road safety work sits principally within Good Governance pillar through consumer empowerment, transparency and accountability in public service delivery. At the same time, it draws on Effective Regulation through vehicle safety and insurance regimes and, increasingly, on international cooperation to advance global road safety standards.

This document sets out CUTS thematic areas of work, its priority focus areas going forward, and a representative list of recent interventions, enabling partners, funders and other stakeholders to better understand the organisation's strengths, track record and strategic direction in this sector.

In keeping with CUTS ethos — a bottom-up approach that feeds into the Research, Advocacy, Networking, and Capacity Building (RANC) model — our approach is to generate rigorous evidence, translate it into practical policy recommendations, build coalitions of state and non-state actors, and strengthen the capacity of both duty-bearers and rights-holders to make India's roads safer for all users, particularly the most vulnerable.

Thematic Areas

The thematic focus of CUTS road safety programme has evolved over three decades, shaped by organisation's experience and its deepening understanding of the sector. It spans the full spectrum of road safety governance — from evidence generation to policy formulation, implementation oversight, and citizen empowerment — each element reinforcing the others.



Road safety is consumer protection. Empowering road users, strengthening accountability and advancing effective policies can help make India's roads safer for everyone.

Policy and Regulatory Governance

A well-functioning road safety system depends on sound national policy, harmonised legislation, and institutions with the authority and resources to implement them effectively.

Since the early 1990s, CUTS has played a direct role in shaping this framework. Its 1990 study formed the basis of the National Road Safety Policy, 1993, and the organisation has since been nominated to the National Road Safety Council on three occasions (1993, 1997 and 2010) as well as to the Council's High-Level Ministerial Committee tasked with formulating national road safety policy.

CUTS Secretary General, Pradeep S Mehta, chaired a Working Group formed by the National Road Safety Council. CUTS was invited by the Ministry of Road Transport and Highways (MoRTH) to prepare a synthesis report and a Comprehensive Plan of Action - drawing on the findings of four Working Groups - to reduce road crashes by 50 percent by 2020.

CUTS is also the only civil society organisation represented on the Chief Secretary's Committee on Traffic Management, Government of Rajasthan, giving it with a direct channel to support state-level policy implementation.

In addition, CUTS has contributed to the development of Rajasthan's Road Safety Action Plan and provided technical inputs towards the Rajasthan Speed Management Guidelines, facilitating collaboration between the Government of Rajasthan and technical institutions such as IIT Kharagpur.

Going forward, CUTS will continue to support the effective implementation and further strengthening of the Motor Vehicles (Amendment) Act, 2019, including provisions relating to scientific speed management, mandatory Child Restraint Systems (CRS), and the institutional architecture for road safety at the Central and State levels.



From landmark research to policy recommendations, evidence can drive action—shaping road safety policies, strengthening institutions and supporting safer, more resilient transport systems.

Evidence-based Research and Policy Engagement

Rigorous, field tested research remains the foundation of CUTS credibility as a road safety advocate. Its 1990 paper, 'Right to Life and Safety on Roads', was presented at the International Conference on Road Safety and Accidents in Developing Countries in Cairo, Egypt.

Its 1991 research on the crashworthiness of Maruti vans published as 'How Safe Are our Maruti Vans' directly prompted Maruti Udyog Ltd. to redesign the vehicle for improved safety.

In 2017, with support from the WHO, CUTS conducted an Institutional and Legislative Assessment of Road Safety at the Central Government level and across four states (Rajasthan, Tamil Nadu, Telangana and West Bengal) and two Union Territories (Delhi NCR and Puducherry).

This research is deliberately designed to feed directly into policy engagement. Its findings inform submissions to parliamentary committees, briefing notes for legislators, and technical inputs to regulators, rather than remaining as standalone academic outputs. Recent research and technical submissions have also informed recommendations on scientific speed management, CRS, helmet standards, road safety governance, and the protection of vulnerable road users at both national and state levels.



Effective road safety requires strong laws and stronger implementation. Better regulation, effective governance and clear accountability are essential to building a safer road environment.

Institutional Accountability and Legislative Reform

CUTS has consistently used litigation and formal legislative processes as tools of institutional reform, alongside direct engagement with Parliament. In 2001, a CUTS petition to the Rajasthan Human Rights Commission led to recommendations for banning overloaded jeeps used as public transport on highways.

A 2005 Public Interest Litigation (PIL) in the Rajasthan High Court resulted in directions from the Chief Justice to the State Government to improve road conditions, while a 2021 PIL led the National Green Tribunal to direct the Rajasthan Government to enforce a ‘no honking’ rule in residential areas between 10 pm and 6 am.

At the parliamentary level, CUTS submitted formal comments to the Parliamentary Standing Committee on Transport, Tourism and Culture, and to the Select Committees of the Rajya Sabha and Lok Sabha, on the Motor Vehicles (Amendment) Bill, 2019. It has since sustained this engagement through one-to-one meetings with relevant stakeholders, group discussions, memoranda, and dedicated parliamentary forums.

CUTS has also prepared multiple technical submissions to the MoRTH, Parliamentary Standing Committees, the Bureau of Indian Standards (BIS), and state governments on issues including speed management, child helmet standards, mandatory CRS, and road safety governance.

Consumer Awareness and Capacity Building

Protecting consumer interests ultimately depends on an informed and engaged public. CUTS organises a National Road Safety Week/Month and other important road safety observance days through a range of awareness and outreach activities, including road shows, street plays, poster campaigns, and drawing and painting competitions for schoolchildren.

The organisation has also disseminated its research and policy positions widely through publications, including the CUTS Dossier on Road Safety Work and IEC materials.

In addition, it has engaged with media professionals through briefings, workshops, and dissemination of evidence-based research to strengthen understanding and reporting of key road safety issues.

CUTS has further built enduring capacity building partnerships, including with the Global Road Safety Partnership (GRSP) and the Bloomberg Initiative for Global Road Safety. These partnerships have supported multi-year CUTS programmes on Motor Vehicles Act reform, speed management, child road safety, and two-wheeler safety at both the national and Rajasthan state levels.

Focus Areas

The selection of the following focus areas has been guided by CUTS organisational strengths, its established track record, and its aspiration to achieve the road safety vision set out in this document, while keeping in mind the current state of road safety policy in India.

Stakeholder Engagement and MVA Implementation

Effective road safety outcomes depend not only on a robust legal framework but also on consistent and adequately-resourced implementation. CUTS will continue to engage with relevant stakeholders through structured policy dialogues, evidence-based discussion papers, knowledge-sharing platforms, and technical inputs on road safety priorities.



Stakeholder engagement and MVA implementation strengthen coordination, ensure effective execution, and deliver measurable improvements in road safety outcomes.

These efforts will focus on supporting informed discussions on scientific speed management, CRS, institutional accountability, and other measures that can strengthen road safety outcomes, while remaining fully aligned with and supportive of government processes.

In the immediate term, CUTS will facilitate the dissemination of evidence, implementation experiences, and stakeholder perspectives related to existing and proposed road safety measures, with a view to supporting informed decision making and effective implementation. This will include planned engagement with national road safety institutions, including the Supreme Court Committee on Road Safety and the National Road Safety Board, to share evidence, implementation experiences, and emerging road safety priorities relevant to road safety efforts both at the national and state levels.

Over the longer term, CUTS will contribute to ongoing policy discussions by generating and sharing research, documenting implementation lessons, and highlighting

emerging road safety challenges, technological developments, and relevant national and international experiences that may inform future policy and regulatory considerations.

Scientific Speed Management

Evidence: Speeding remains the single largest contributing factor to road fatalities in India. MoRTH's *Road Accidents in India 2024* attributes 1,24,522 fatalities — 70.3 percent of all road fatalities that year — to speeding, across 3,45,024 recorded crashes.

Rajasthan alone recorded 19,180 speeding-related crashes and 9,181 fatalities in 2024, with Jaipur accounting for 704 of these fatalities. This underlines the urgency of the speed limit reforms that CUTS is advocating at both the national and state levels.



Speed kills. Scientific speed management, appropriate speed limits, effective enforcement and evidence-based road engineering can significantly reduce crashes and save lives.

Excessive and inappropriate speed remains one of the leading contributory factors in road crash fatalities worldwide. CUTS is working to advance scientific, evidence based speed management including appropriate speed limit setting, enforcement technology, and engineering measures as a central pillar of its current policy engagement. Two specific near term priorities under this focus area are:

- Supporting MoRTH and the Government of India, through sustained evidence-based engagement, in revising national speed limits — including a reduction from 120 kmph to 100 kmph on national highways and a 50 kmph ceiling in urban areas — in line with international best practice in scientific speed management; and
- Working with the technical support of IIT Kharagpur to help ensure early notification of the Rajasthan Speed Limit Guidelines, so that the state has a scientifically grounded and locally calibrated speed framework in place without further delay.



Children, pedestrians, cyclists and two-wheeler users face heightened risks. Stronger protections, effective implementation and safer road design are vital for protecting India's most vulnerable road users.

Child Restraint Systems and Vulnerable Road User Protection

Mandatory CRS and stronger protections for vulnerable road users — pedestrians, cyclists and two-wheeler users — remain under implemented aspects of the Motor Vehicles (Amendment) Act, 2019. CUTS aims to continue dialogue on the implementation and interpretation challenges associated with child occupant protection requirements, particularly ambiguities regarding the use of seatbelts and CRS for children, which can create enforcement challenges and compromise child safety.

Through consultations and structured engagement with state and central transport authorities and other key stakeholders, CUTS will identify practical pathways to strengthen CRS adoption, improve clarity in implementation, and enhance protection for child passengers and other vulnerable road users.

Evidence: Children remain acutely vulnerable on India's roads. MoRTH data records 10,117 child fatalities in 2024, accounting for 5.7 percent of all road fatalities, while NCRB figures show that children below 18 accounted for 15,653 fatalities that year (8.9 percent of the total), including 4,266 child passenger fatalities, or 8.1 percent of all passenger fatalities nationally.

Rajasthan recorded 507 fatalities among children below 18 in 2024, placing it among the ten worst affected states. These figures reinforce the case for accelerated CRS enforcement and stronger protections for young passengers and pedestrians.

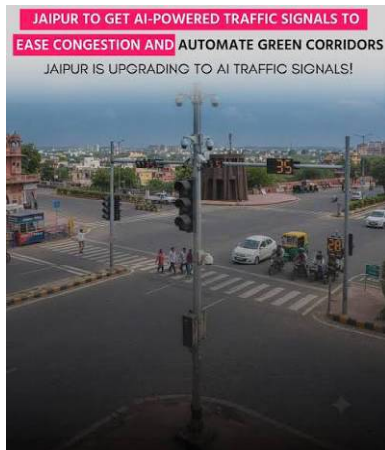


With two-wheelers accounting for a major share of road fatalities, helmet compliance is critical. Sustained awareness, enforcement and advocacy can help promote safer two-wheeler mobility.

Two-Wheeler Safety and Helmet Compliance

The MoRTH-supported helmet safety awareness initiative undertaken by CUTS in Jaipur in 1999 led to the Rajasthan Government's swift enforcement of Section 129 of the Motor Vehicles Act, 1988, ensuring mandatory helmet use by two-wheeler riders in Jaipur.

Given the continued high share of two-wheeler fatalities in India's road crash data, CUTS intends to build on this track record through renewed helmet compliance and enforcement support programmes.



Technology can help prevent crashes before they happen. Smart infrastructure—from adaptive signals to AI-enabled road monitoring—can support safer, more responsive and equitable mobility.



Timely assistance can save lives. Greater awareness of Good Samaritan protections can empower citizens to help crash victims without fear of unnecessary legal or procedural harassment.

Evidence: Two-wheelers remain the single largest category of road crash victims in India. MoRTH's *Road Accidents in India 2024* records 81,780 two-wheeler rider fatalities — 46.2 percent of all road fatalities nationally, and an increase of 5.5 percent over 2023.

Helmet non-compliance is a major contributor to this toll: 54,122 people were killed in 2024 while not wearing a helmet, of whom 39,470 (72.9 percent) were riders and 14,652 (27.1 percent) were pillion passengers.

Smart and Digital Road Infrastructure

As India continues to record more than 1.7 lakh road fatalities annually even as vehicle safety improves, the emphasis must shift from reactive road infrastructure to infrastructure that can anticipate and prevent hazards.

Emerging technologies such as adaptive traffic signals, AI-enabled monitoring, and connected road corridors offer significant potential to improve road safety outcomes, provided they are deployed with due regard for the needs of vulnerable road users.

CUTS has begun contributing to this discourse through its research and public commentary, and aims to further develop evidence based positions on the safe, equitable, and appropriately scaled deployment of smart infrastructure.

Post-Crash Response: The Good Samaritan Provision

Timely post-crash care can be decisive in preventing a survivable injury from becoming a fatality. Yet bystanders in India have historically been deterred from assisting crash victims for fear of legal or procedural harassment.

CUTS supported MoRTH projects in Jaipur have focused on Section 134 of the Motor Vehicles Act, 1988 — popularly known as the 'Good Samaritan' provision — which was strengthened as Section 134A in the 2019 Act.

Building on this work, CUTS has begun engaging with practitioners such as Padma Shri awardee Dr Maya Tandon, whose three-decade-long work in first response and CPR training work has contributed significantly to reducing bystanders' fear of legal repercussions.

Going forward, CUTS intends to continue building public and institutional awareness of the Good Samaritan protections so that bystanders can assist crash victims without fear of legal or procedural harassment.

State Road Safety Action Plans: Strengthening Implementation

A sound Action Plan delivers safety gains only when it is effectively implemented. Several state-level plans, including Rajasthan's, have faced implementation delays of several years even after adoption. As a member of the RSN, CUTS is seeking a defined role within the operational mechanism of the Rajasthan Road Safety Action Plan, so that its research and convening strengths can be applied directly to closing this implementation gap. This includes:

- Sustained engagement with the State Road Safety Cell of the Transport Department to accelerate effective implementation of the Action Plan and help make up for the lost ground resulting from an implementation delay of roughly three years; and
- Periodically raising the status of Action Plan implementation before the state Chief Secretary's Committee on Traffic Management and Road Safety, so that the issue remains visible at the highest level of state administration;
- Supporting the institutionalisation of a State Technical Advisory Group (TAG), with representation from government, academia, technical experts and civil society, to provide sustained, evidence-informed guidance on road safety issues and preserve continuity of progress across changes in leadership;
- Strengthening formal inter-departmental coordination among Transport, Police, PWD, Health, Education and Urban Development, potentially anchored in the same State TAG or a similar institutional platform, given that fragmented coordination remains one of the most persistent barriers to effective implementation;

- Promoting the establishment of a Rajasthan Road Safety Forum, bringing together civil society organisations, academic institutions, technical experts and professional bodies to facilitate knowledge sharing, peer learning and coordinated action on state road safety priorities; and
- Recommending that the Action Plan be underpinned by periodic monitoring, clearly defined departmental responsibilities, measurable indicators, regular review mechanisms, and a costed implementation framework.

District Level Engagement



Policies save lives only when implemented. Strong state- and district-level road safety mechanisms, better coordination, continuous monitoring and accountability are essential for measurable results.

Road safety outcomes are ultimately determined at the district and local levels, where implementation gaps are often most acute. CUTS plans to extend its engagement beyond the national and state levels to sustained engagement with district administrations, including participation in District Road Safety Committee (DRSC) meetings and support for the preparation and adoption of District Action Plans (DAPs), so that state level policy commitments translate into local action.

As part of this, CUTS has begun supporting the application of the Zero Fatality District (ZFD) approach - a structured, MoRTH linked framework spanning engineering, enforcement, emergency care and road-user education. CUTS contribution to this approach draws on research, evidence generation, technical knowledge, capacity building, and documentation of implementation experience. This includes district road safety profiling, identification of priority locations and risk factors, and assessment of road safety interventions.

Economic Analysis of Road Traffic Crashes

The World Bank estimates that road crashes cost the Indian economy between three and five percent of GDP annually. Yet granular, India-specific evidence on the cost-effectiveness of individual road safety interventions remains limited.

Building on its recognised strength in research and policy analysis, CUTS aims to expand its work on the economic burden of road traffic injuries and fatalities, including cost-benefit and return-on-investment analyses of road

safety interventions — evidence that can meaningfully strengthen both policy discussions and investment decisions at the state and national levels.

Regional Replication and International Cooperation

CUTS Rajasthan's tested models on helmet compliance and Good Samaritan awareness offer replicable templates for other Indian states. At the international level, CUTS continues to strengthen its partnerships with the WHO Country Office for India, the Global Road Safety Partnership, the Bloomberg Initiative for Global Road Safety, Swedish International Development Cooperation Agency (SIDA) and Lund University.

CUTS is also actively coordinating road safety communication and policy engagement priorities among RSN partners.

Key Interventions and Ongoing Engagements

CUTS recent and ongoing road safety projects and interventions, organised by thematic area, are listed below. This is a representative, not exhaustive, list.

Policy and Regulatory Governance

- Nomination to the National Road Safety Council (1993, 1997, 2010) and its High-Level Ministerial Committee, MoRTH
- Chairmanship of a Working Group formed by the Council on Road Safety in 2011; and the preparation of a synthesis report and Comprehensive Plan of Action for MoRTH
- Standing membership of the Chief Secretary's Committee on Traffic Management, Government of Rajasthan
- Ongoing policy engagement with MoRTH on proposed road safety measures addressing key road safety risk factors
- Ongoing policy engagement on the revision of national speed limits (120 kmph to 100 kmph on highways; 50 kmph in urban areas), and facilitating technical support from IIT Kharagpur for the early notification of the Rajasthan Speed Management Guidelines
- Ongoing policy engagement, as an RSN member, for a defined role in the operational mechanism of Rajasthan's Road Safety Action Plan, along with sustained engagement with the Road Safety Cell, Transport Department, and the Chief Secretary's Committee to address delays in the Plan's implementation

Evidence-based Research and Policy Engagement

- 1990 road safety study underpinning the National Road Safety Policy, 1993
- Right to Life and Safety on Roads (1990), presented at the International Conference on Road Safety and Accidents in Developing Countries, Cairo
- How Safe Are our Maruti Vans? (1991), leading to design changes by Maruti Udyog Ltd.
- Institutional and Legislative Assessment of Road Safety (2017), undertaken with WHO support, covering the Central Government, four states and two Union Territories
- Structured interactions with key officials at both the state (Rajasthan) and national levels, focusing on RSN objectives related to RSAP implementation, speed management, CRS, and strengthening road safety policy and implementation frameworks

Institutional Capacity and Legislative Reform

- Public Interest Litigation before the Rajasthan Human Rights Commission (2001) concerning overloaded jeeps used as public transport
- Public Interest Litigation in the Rajasthan High Court (2005) resulting in directions from the Chief Justice to improve road conditions
- Implementation of a community monitoring initiative (2013-14) for rural roads constructed under the Pradhan Mantri Gram Sadak Yojana (PMGSY) in Rajasthan, in partnership with the Public Affairs Centre and supported by the National Rural Roads Development Agency. The initiative included training of Citizen Monitoring and Audit Teams, assessing road quality and service delivery, and promoting transparency, accountability, and citizen participation in rural road infrastructure
- Public Interest Litigation leading to National Green Tribunal directions (2021) enforcing a ‘no honking’ rule in Rajasthan’s residential areas
- Submissions to the Parliamentary Standing Committee on Transport, Tourism and Culture and the Select Committees of the Rajya Sabha and Lok Sabha on the Motor Vehicles (Amendment) Bill, 2019

Consumer Awareness and Capacity Building

- Annual National Road Safety Week/Month and other key road safety observance days, marked through road shows, street plays, poster activities, school drawing and painting competitions, and public awareness initiatives
- 1999 Jaipur helmet awareness project, undertaken with MoRTH support and leading to enforcement of mandatory helmet use under Section 129 of the Motor Vehicles Act, 1988
- Multiple MoRTH-supported road safety programmes in Jaipur, including awareness initiatives on the Good Samaritan provision (Sections 134/134A)
- Implementation of the National Truckers Eye Health Programme (2026) with Sightsavers India, supporting vision screening, eye care referrals, and awareness among truck drivers to promote safer road use

Partnerships and Collaborations

- MoRTH, Government of India
- Department of Transport, Government of Rajasthan; Regional Transport Office, Jaipur
- WHO Country Office for India
- Global Road Safety Partnership (GRSP), USA
- Bloomberg Initiative for Global Road Safety, USA
- SIDA and Lund University, Sweden
- IIT Delhi, IIT Kharagpur etc.
- Road Safety Network (RSN)

75% of accidental deaths due to speeding, rash driving

Concern raised over use of cellphones during driving

Experts, NGOs Stress Me

Around 43.7% road accident-related deaths

SPEED KILLS

There are around 1.48 lakh road fatalities every year in India

Times View

Road accidents claim more than 22

People from all sections of the society were urged to hand in their mobile phones to their

Ahmedabad: deaths occur dangerous driving according to the Accidents in India. The national advocacy on Friday, road pushed for the Amendment Bill.



people from deaths, 219,849 victims

As for wheelers, have been driving, emphasis on a master engineering ensure road



Don't drink and drive. People from all sections of the society were urged to hand in their mobile phones to their

मोबाइल पहले घायल की करें मदद - सुखराम

जागरूकता कार्यक्रम का आयोजन धौलपुर 27 जून। कट्स-जयपुर एवं सामाजिक विकास समिति के संयुक्त संवर्धन

ROAD SAFETY Motor Vehicle (Amendment) Bill 2017



आयोजन के मुख्य अतिथि के रूप में



की

सड़क दुर्घटनाओं में घायल लोगों की जान बचाने में जिले

कार्यकर्ता सड़क सुरक्षा सप्ताह के अवसर पर धौलपुर में एक कार्यक्रम का आयोजन किया गया। कार्यक्रम के दौरान सड़क सुरक्षा सप्ताह के अवसर पर धौलपुर में एक कार्यक्रम का आयोजन किया गया।

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गोपालकिशोर, जगन्नाथराव निरंजन



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ഇറുചക്രവാഹന അപകട നിരക്ക്: കേരള മരണവേഗത്തിൽ കുതിക്കുന്നു

मोटर वाहन संशोधक विधेयक पर संभाग स्तरीय कार्यशाला आयोजित- सड़क सुरक्षा में जागरूकता की शुरुआत अपने घर से करें

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सड़क सुरक्षा में जागरूकता की शुरुआत अपने घर से करें. सड़क सुरक्षा में जागरूकता की शुरुआत अपने घर से करें.