



## RSTV Big Picture: Road Safety-Global Goals 2030

- **Context:** According to WHO's Global status report 2018 on road safety approximately 1.35 million lives are lost every year due to road traffic accidents and the injuries caused by such accidents are now the leading cause of death for the age group of 5 to 29 years.
- More than half of these road traffic deaths occur among pedestrians, cyclists and motorcyclists.
- Ministers and senior officials from more than 100 nations met in Stockholm for 3rd Global ministerial conference on road safety on 19th and 20th February.
- Their objective was to share the expertise and discuss new steps to halve the road accident deaths and injuries by 2030 which is in line with the global targets agreed in the UN Sustainable development goals.
- **Highlights of 3rd Global Ministerial Conference on road safety:**
  - The Chairman's conclusions, called the Stockholm Declaration called for strong political will and international cooperation, along with partnerships across society.
  - It also connects road safety to the implementation of the 2030 Agenda for Sustainable Development, laying out recommendations to accelerate action towards halving global road traffic deaths and injuries by 2030.
  - The Conference also saw the UN Road Safety Fund unveil 10 new projects that will target key gaps in the road safety systems of 12 countries. With a total budget of nearly \$4 million, these projects will scale the Fund's geographical and programmatic footprint in the coming months.
  - Moreover, 93 per cent of the world's road fatalities occur in low- and middle-income countries, even though these nations have approximately 60 per cent of the world's vehicles. Most road traffic deaths and injuries can be prevented, using tried and tested strategies.
  - Conference represented an opportunity to link the road safety challenge to other sustainability challenges, such as climate change, health, equality, poverty and human rights.
  - Many countries have made progress through road safety management and better legislation around risks – such as speeding, drinking and failing to use seatbelts, and infrastructure – including safer sidewalks and dedicated bicycle lanes.
  - WHO: There is no excuse for inaction.
    1. Every country must rapidly accelerate action on proven Road Safety measures to save lives.
    2. Countries must plan for sustainable mobility.
    3. We must work together across governments, intl. agencies, civil society and the private sector.
- **Global Status Report On Road Safety 2018:**
  - Road traffic fatalities remain a major public health problem, with the highest fatality rates per 100 000 population in middle-income and low-income countries.
  - Pedestrians, cyclists, and users of motorized two- or three-wheelers together account for approximately half of all road traffic deaths around the world.
  - While many countries have a basic legislative framework in place for road safety, only 47% have laws relating to all the five key risk factors reviewed – speed, drink-driving, helmets, seat-belts and child restraints.
  - Enforcement of laws relating to these risk factors for road traffic injuries is perceived to be suboptimal in many countries.
  - Institutional frameworks are insufficiently developed or resourced in many countries to be effective.
- **2030 Agenda for Sustainable Development:**
  - **Target 3.6:** pledges to halve by 2020 "the number of global deaths and injuries from road traffic accidents".
  - **Target 11.2:** calls on providing, by 2030, "access to safe, affordable, accessible and sustainable transport systems for all, improving road safety".
  - **Target 9.1:** calls for developing "quality, reliable, sustainable and resilient infrastructure", including through investments in transport infrastructure.
  - The goals represent strong international road safety commitments and a renewed momentum for the Decade of Action for Road Safety 2011-2020.
- **Parameters needed to be involved in measuring road safety:**
  - Pedestrian Rights
  - Road Lighting and Maintenance
  - Road Safety For Children
  - Motor Laws and Traffic Control
  - Emergency Services
  - Road Transport Infrastructure
  - Heavy Vehicle Traffic Management
  - Road cleanliness
  - Develop awareness



- ***The Motor Vehicles (Amendment) Bill, 2019***

- The Bill seeks to amend the Motor Vehicles Act, 1988 to provide for road safety.
- The Act provides for grant of licenses and permits related to motor vehicles, standards for motor vehicles, and penalties for violation of these provisions.
- The central government will develop a scheme for cashless treatment of road accident victims during golden hour.
- The Bill requires the central government to constitute a Motor Vehicle Accident Fund, to provide compulsory insurance cover to all road users in India.
- The Bill defines a good samaritan as a person who renders emergency medical or non-medical assistance to a victim at the scene of an accident.
- The Bill allows the central government to order for recall of motor vehicles if a defect in the vehicle may cause damage to the environment, or the driver, or other road users.
- The central government may develop a National Transportation Policy which will: (i) establish a planning framework for road transport, (ii) develop a framework for grant of permits, and (iii) specify priorities for the transport system, among other things.
- The Bill provides for a National Road Safety Board which will advise the central and state governments on all aspects of road safety and traffic management including: (i) standards of motor vehicles, (ii) registration and licensing of vehicles, (iii) standards for road safety, and (iv) promotion of new vehicle technology.
- The Bill increases penalties for several offences under the Act.

- ***4 E's Road Safety:***

1. Education
2. Enforcement
3. Engineering
4. Environment and Emergency care of road accident victims.

- ***The Justice Radhakrishnan committee:***

- It states that 1,37,572 persons have been killed in 2013 according to statistics from the Union Ministry of Road Transport and Highways.
- It said India has one percent of total vehicle population in the world and a "staggering" 10 percent road accident related deaths.
- It has pointed out serious lapses in implementation of safety laws by States, which has led to increasing number of road fatalities.
- It asked the State governments to formulate their respective State Road Safety policies besides setting up State Road Safety Councils.
- States have to draw up a protocol to identify black spots on their roads and their removal.
- The committee directed the States to strengthen enforcement on drunken driving, over speeding, red light jumping and helmet and seat belt laws.
- Other directions include, tightening of road patrols on highways, establishment of road safety fund to which a portion of traffic fines collected would go to finance road safety expenses and remove encroachments on pedestrian paths, among others.

- ***Way Forward:***

- Governments need to take into consideration the needs of all road users when making policy decisions that impact on road safety. To date, the needs of vulnerable road users have been neglected in many countries and should be given renewed emphasis, particularly when decisions are made about road design and infrastructure, land use planning and transport services.
- Governments need to enact comprehensive laws to protect all road users by setting speed limits that are appropriate to the type and function of the road, stipulating blood alcohol concentration limits that help reduce drink-driving, and requiring the use of appropriate protection measures.
- Enforcement of all road safety laws needs to be improved. Enforcement efforts must be well-publicized, sustained, and implemented through the use of appropriate measures and penalties for infringement.
- Countries need to encourage collaboration among different sectors involved in collecting and reporting road traffic injury data. This involves improving data linkages between police, transport and health services, harmonization of case-definitions, as well as increasing human capacity to undertake data collection.
- Governments need to ensure that the institutions that have been nominated as responsible for taking action on road safety have the necessary human and financial resources to act effectively.
- The evidence suggests that the development and endorsement of a national strategy with realistic targets and earmarked funding for implementation are important factors towards meeting long-term road safety goals.

SOURCES:



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1. [https://www.who.int/violence\\_injury\\_prevention/road\\_safety\\_status/report/en/](https://www.who.int/violence_injury_prevention/road_safety_status/report/en/)
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5. <https://www.prsindia.org/billtrack/motor-vehicles-amendment-bill-2019>
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