

**First International Conference on Road Safety Vision 2020
(ICRSV-2020)
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Vision

India should aim and achieve the reduction in road fatalities and serious injuries by 50 % in the decade of action 2011-2020.

Recommendations

1. To address road safety problems logically, authentic and credible crash data are required. A systematic and scientific data collection system needs to be implemented uniformly across the country.
2. Let us stop blaming the road users for road crashes. Human being will naturally make errors in all complex situations. We have to make forgiving roads and vehicles. For which technique and technology exists.
3. The central government should direct the state governments to strengthen the state motor vehicle departments. In doing so the state shall take into in consideration the vehicle population, human population, road length, accident data. It is recommended that the testing officers, licensing authorities and registering authority should be prescribed technical qualification of having degree in mechanical engineering. This is necessary for enforcing provisions of CMVR which are highly technical in nature. In order to ensure uniformity through out India all the technical officers of various states should have uniform pay scale and service conditions.
4. A significant shift in road use behavior of population to bring in a safety culture. For this school curriculum and education/awareness program's for are road users including school children to be developed and implemental uniformly across the country. This will make future generations safety conscious in the long term.
5. Training or awareness on road safely is required for policy makers, politicians, cooperates and such others decision makers (including enforcing departments) to give a boost to the road safety improvements so that all policies and programme can be implemented with targeted objective.
6. Driving skills of the drivers on Indian road have lot of deficiencies as they have not undergone formal drivers training involving fuller understanding of the driving task. Large numbers of fully equipped driver training schools with trained trainers are required across the country. Amateur drivers must be avoided and stopped form crossing to roads; Uniform driving test must be rigorous, scientific and transparent (automatised) system.
7. The transport and motor vehicle departments are to be strengthened with requisite manpower with proper technical expertise to manage the transport and vehicle system (driver and vehicle licensing) in scientific way using available IT and other technologies which can be used with advantage for transparent way of managing road safety system.
8. A detailed action plan to be prepared with structure road map for attending the objectives of road safety. It is required to be in line with UN Decade of Action 2011-2020. It must be supported by road safety fund by Govt.

9. The legal system of road traffic and safety is to be strengthened and revamped for involving management of road safety. These are M.V. Act, insurance law etc. which can change road traffic scenario in India. There should be appropriate rules and regulations for NMT vehicles using the road by enactment of NMT vehicle Act.
10. The road safety programme of the country would need coordination and cooperation of Government and private/corporate agencies along with NGOs and media in a partnership mode to implement the road safety action plan.
11. A central institutional system with leadership from top political level and drive the road safety action plan across the country through a modal lead coordinating agency. Continuity in administration setup of the Govt. departments to be ensured for road safety vision to be realized in the country.
12. The road safety standards are to be upgraded promptly and the roads be designed satisfying the requirements of all road users. The road safety must be built into the design and implementation through enforcement of mandatory road safety and in all phases of road development and operations including existing roads.
13. A network of emergency services for the accident victims (transfer to hospital by ambulance and well equipped trauma care hospitals) should be developed across the whole country, which must be dedicated for the job, performance based procurement of services be done.
14. Established institutes may start UG/PG/Certification courses on road safety to build capacity for safety research.