

Road Safety Enforcement Map

Road Safety – Improving Enforcement

3 key necessities for road safety- Educate, Enact, Enforce.

Enforcement being the most important, but that's where we utterly fail. Primarily due to corruption and lack of accountability.

Of the 10 points suggested in the document, except for points 3 and 10, all others could be achieved within existing regulations but are not done right now only because of corrupted enforcement mechanism. No point in just discussing them again unless definite action plans are likely.

In a country where corruption of the common man begins with door to door monetary payment for votes, don't think any human-managed system would cleanse the rot in foreseeable future.

- Believe that the only way to significantly improve enforcement would be to use technology to reduce potential for human interference. A few utopian possibilities (for India; many of these are followed in other countries):
- Revamp of RTO office systems. The individual should not be at the mercy of the officer there. It should be as simple as submitting passport applications. Make completely transparent every step in processes at RTO office, automate wherever possible avoiding human interface (new vehicle registration, license, update of address, registering sale of vehicle, fitness certificate). If Photo electoral rolls and EVMs can significantly weed out bogus voting, something should be possible for RTO offices too.
- Use Virtual Reality (as done for pilot training) for fully

automated driving assessment for licensing, with no manual override option. Just as in online GRE, TOEFL exams, a fail is a fail. Period.

- Use technology and biometrics to prevent substitutes from taking the tests.
- Credit card style smart cards for licenses with biometric data incorporated. Nationwide centralized electronic database of licenses and vehicle RCs. If coupled with biometric data the right way, no duplication should be possible.
- Mandatory but hassle free process for dynamic electronic linking and updating of vehicle RC data, address for communication etc to each license. System to be designed such that failure to provide correct details would result in significant hardship to the individual (examples 1. AADHAR system, though now defunct, where you don't get your monetary benefit delivered if the correct bank account detail is not delivered. 2. You don't get your shipment delivered if you do not update address in the online shopping portal).
- Provision for mandatory electronic and paper acknowledgements for every transaction/communication for better accountability for service provider and receiver.
- Vehicle owner to hold primary responsibility for who drives and how. Proportionate increase in insurance premiums of vehicles linked to licenses of repeat offences.
- Credit card style Graded Point deductions from license for offences (done remotely as well as at point

of service, just as with credit cards). License invalidated once cutoff reached in single/multiple offences.

- ATM-machine style video coupled automated electronic breath analyzer machines/booths to objectively check drunken driving. Only those with alcohol content above cutoff to be penalized. Point deduction from defaulters' licenses to be an automated process triggered by the electronic device.
- Automated Speed guns coupled with good quality monitoring cameras installed as extensively as possible. To cover driving and parking offences. Remote monitoring centers to oversee implementation (to prevent local interference). License point deduction also done remotely and instantaneously based on vehicle registration number identified on cameras; only intimations sent to offenders. If fine applicable, to be paid within a specified time. If not done, automated system to issue warrants for arrest/cancellation of license/impounding the vehicle.
- Automated additional penalty if wrong address/vehicle data confirmed. Overall feel should be that of a fluid but firm system, not an authoritarian one.
- A system to constantly and objectively check any of the above or other system that is established, in order to sustain and improve on whatever progress is made. Progress to be objectively assessed regularly in terms of actual and proportional numbers that matter: drunken driving, accidents, deaths, disability,

economic cost of hospitalization and loss of productivity, to name a few.

Highly-unlikely-but-necessary wish-list:

- Exclusive cycle lanes and walkways. Walkways to be fully wheelchair accessible. If metro rail possible in Chennai, lanes and walkways are not entirely impossible.
- 108 ambulance system throughout the country. Mandatory for each to be manned by paramedics, trained and certified (and retrained and revalidated every few years).
- Every 100-150s km of national and state highways should have at least one state run secondary-care level hospital that would not "refer-to-higher-center" everything more than a bruise. Provision of quality infrastructure, personnel and care should be state responsibility. Rehabilitation following medical/surgical management to be explicitly identified as part of health care, not as a mutually exclusive distinct entity.
- Scientifically-sound national health guidance for trauma care, with specific flow-charts encompassing methods for early intimation of trauma, reaching out, retrieval, first-aid, transportation, and hospital management. Unscientific treatments to be penalized.

Note: This submission on National Road Safety Law was made by The Spinal Foundation to SaveLife Foundation in May 2014 based on inputs provided by an experienced, highly regarded physiatrist, who helps rehabilitation of persons with brain injury and spinal cord injury.