50th Anniversary 1968 Conventions

11 – 25 March 2019, Palais Des Nations, Geneva

Convention on Road Traffic and 1968 Convention on Road Signs and Signals

Presented By:
Dr. Rohit Baluja PhD
President Institute of Road Traffic Education
Director: College of Traffic Management
Rewind the last 15 Years
2. Invites the World Health Organization, working in close cooperation with the United Nations regional Commissions, to act as a coordinator on road safety issues within the United Nations system.

4. Underlines the need for the further strengthening of international cooperation, taking into account the needs of developing countries, to deal with issues of road safety.
5. Encourages Member States to adhere to the 1949 Convention on Road Traffic and the 1968 Convention on Road Traffic and Convention on Road Signs and Signals, in order to ensure a high level of road safety in their countries.

6. Stresses the importance of the improvement in the international legal road traffic safety norms, and welcomes in this regard the work of the Working Party on Road Traffic Safety of the Inland Transport Committee of the Economic Commission for Europe in the elaboration of a substantial package of amendments to the 1968 Conventions on Road Traffic and Road Signs and Signals;
Convention on Road Signs and Signals of 1968
European Agreement Supplementing the Convention and
Protocol on Road Markings, Additional to the European Agreement
(2006 consolidated versions)
My first visit to the Working Party 1
International Workshop
Harmonizing Road Traffic Rules and Control Devices based on United Nations Legal Instruments
21-22, January 2010, New Delhi

Co-Sponsor:

IRTE Institute of Road Traffic Education
I recognized that there are literally two worlds on this planet and they co-exist...
UNECE: 129,402 (10.49% of Global Road Fatalities)
UNESCAP: 733,463 (59.47% of Global Road Fatalities)
Europe-Asia Road Safety Forum: 4 December, 2013
67th Session of the WP.1: 5-6 December, 2013
EUROPE – ASIA ROAD SAFETY FORUM

4th December 2013,
College of Traffic Management,
Faridabad, NCR Delhi, India
Round Table Meeting at UNECE: March, 2015
30.4% of Road Deaths in the World

Note: South East Asian Region includes: India, Nepal, Bhutan, Bangladesh, Thailand, Vietnam, Malaysia, Indonesia, Philippines, Cambodia, Lao PDR, Sri Lanka and Maldives.
India February 2016
Advisory Group Meeting in UNESCAP:

2 October, 2017
CONFERENCE
SAFETY OF POWERED TWO WHEELERS
AND VULNERABLE ROAD USERS
(With Special Focus on South East Asia)

NOVEMBER
28-30
2016
First Recommendations :ECE/TRANS/WP.1/2017/3
Two Wheelers 36%

Other or unspecified users 31%

Four Wheelers 15%

Cyclist 6%

Pedestrians 12%

Road Crash Fatalities of VRUs in South East Asian Countries in 2013

85%

Source: Global Status Report 2015,
https://bmcpublichealth.biomedcentral.com/articles/10.1186/1471-2458-12-561
CONFERENCE ON SAFETY OF VULNERABLE ROAD USERS
Pedestrians | Elderly | Differently Abled Persons | School Transportation
SOUTH EAST ASIAN REGION
09-11 November, 2017, Delhi, India
UNECE and IRTE Sign a MOU 19 March 2018
Globally, over **1.35 Million** people are killed in road crashes each year.

- **8th** leading cause of death for people of all ages

- **1st** leading cause of death for children and young adults 5–29 years of age

- 3 times higher death rates in low-income countries than in high-income countries

Source: Global Status Report on Road Safety 2018, WHO
2. Proclaims the period 2011-2020 as the Decade of Action for Road Safety

4. Reaffirms the needs of low- and middle-income countries, including those of the least developed countries and African countries, by building capacity in the field of road safety;

5. considering that there is no one-size-fits-all formula and considering also the specific situation of each country based on its needs and priorities;

16. Also encourages Member States to become contracting parties to and to implement the United Nations road safety-related legal instruments,
First Global Ministerial Conference on Road Safety  
Moscow | 2009 November 19-20

| • Concerned that more than 90% of road traffic deaths occur in low-income and middle-income countries and that in these countries the most vulnerable are pedestrians, cyclists, users of motorised two- and three-wheelers and passengers on unsafe public transport, |

| • Invite the United Nations General Assembly to declare the decade 2011–2020 as the “Decade of Action for Road Safety” with a goal to stabilise and then reduce the forecast level of global road deaths by 2020; |
Small Pox Eradication did not happen by accident

• Stephen Hawking: (brief history of time) “History of science is the gradual realization that things do not happen in an arbitrary fashion. This is a cause an effect world. Small pox disappeared because of a plan, conceived and implemented on purpose by people”

• Small pox eradication from the entire world is one of the most remarkable achievements in the history of medicine and public health.
Dr. William Foege

- Dr. William Foege is the tallest epidemiologist in every manner, epidemiologist, visionary, philosopher and a true leader, even in height.

Assigned from CDC to SEARO (WHO), was responsible for the eradication effort throughout the Indian subcontinent.

His philosophy needs to be translated to eradication of “Road Unsafty”
William quoted

• If a house is on fire, no one wastes time putting water on nearby houses, just in case the fire spreads. They rush to pour water where it will do most good, on the burning house.

• The theory of mass vaccination was founded on the assumption that it was not possible to know where the a virus is. The Experts recommended that since 80% the goal of immunization in India was not being achieved the goal needed to cover 100%.

• “The herd immunity concept would not work”, in case of small pox, though the logic works for other infectious diseases.

• The Objective may be global, but the implementation must always be local. Local culture determines which tactics are most useful.
• Let us empower the countries for them to understand their problems and
• Help them to strengthen their systems to deal with remedial solutions
• Do Not
• Give out sermons and prescriptions which are not applicable or cannot be applied by them

My opinion
General Prescription from Developed Countries

Comprehensive Safety Prescription

- Seat Belts
- Helmets
- Reduce Speeds
- Drunken-driving
- Road Safety Awareness

OR
Non-research prescriptions have failed to improve road safety in the developing world.
Deadly School Bus Crash That Took 35 Lives In Tanzania Blamed On Speeding

A school bus in Tanzania went off the road and fell into a river gorge on Saturday, claiming 35 lives.
48 killed in bus accident in northern India

At least 30 children killed in India bus accident

Bus Crash in Southern Pakistan kills 56

Global News - Jul 1, 2018

Reuters India - Apr 10, 2018

World New Agence 2014
Emerging Economies

• Symptoms are considered as Disease
• Remedial Measures are for Symptoms and Not the Disease
• Generally the road user, the vehicle and the larger vehicle are termed as guilty
Diagnosis

Diagnostic Tests

• Blood Test
• X-ray
• Ultrasound
• Electro-Cardiogram (ECG)
• Colonoscopy
• Cystoscopy
• Urethroscopy

Road Traffic

• Understanding Violations, their causes and consequences
• Understanding factual causes and consequences of serious and fatal road crashes
• Road Safety Audits
  Or
• Unfounded Presumptions?
Causative Factors in Road Collisions

Most collisions have more than one causative factor

- Precipitating Factors (What went wrong)
- Contributing Factors (Why did it go wrong)
The form used by the Great Britain police to report contributory factors includes a list of **77** contributing factors.

<table>
<thead>
<tr>
<th>Contributory factor reported in accident</th>
<th>Fatal</th>
<th>Serious</th>
<th>Slight</th>
<th>All accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Environment Contributed</td>
<td>12</td>
<td>13</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>Poor or defective road surface</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Deposit on road</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Slippery road</td>
<td>6</td>
<td>8</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Inadequate/masked signs or markings</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Defective traffic signals</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Traffic calming</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Temporary road layout</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Road layout</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Animal/Object in carriageway</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>
Expertise Required by Investigators
Ingredients of Crash Investigation

**Road**
- Rest Position of all involved vehicles & victims
- Exact positions of any tyre skid marks, fluid trails, scuff or scratch marks, blood stains made in or on the road or verges, pre collision or, as a consequence of the collision including dimensions
- Damage to any road surface or roadside furniture
- Measurement of gradients, road cambers and sight lines

**Vehicle**
- Position of damage and contact marks to vehicles
- Complete Mechanical Inspection of the vehicle, if required
- Examine and note the position of control systems within the vehicles, i.e. light switches and gears, speedometers. Also, note the condition of the seatbelts.
- Examine and note other materials lying within the vehicle

**Victim**
- Details of the injuries
- Examine and note other materials for ex. Clothes, accessories being carried by the victim etc.
- Analysis of injuries to establish points of contact with vehicles and pedestrian positions and movement

**Environment**
- Weather Conditions
- Site Characteristics
- Visibility
- Landuse
To be effective in preventing road traffic violations & road crashes leading to deaths and serious injuries

Road Traffic Legislation must be audited on the basis of following parameters.

- Is the Legal instrument: क्या यह कानूनी उपकरण है
- Reasonable क्या यह उचित है
- Appropriate क्या यह उपयुक्त है
- Communicated क्या यह सूचित है
- Well Understood क्या अन्य तरह से समझ लिया गया है
- Enforceable क्या यह लागू करने योग्य है
The Legislation (कानून)

Divided into विभाजित किया हुआ

- Primary Legislation (Acts & Statues)
- Secondary Legislation (Delegated Legislation)
- Quasi Legislation (Codes of Practice)
The Way Forward

Capacity Building Initiatives to make Nations Self Reliant
In order to reduce the burden of fatalities and serious injuries: there is a need to diagnose the “Unsafe factor”

• Diagnosis of “Unsafety”
• Empowering Countries to Recognise their own Unsafety factors’
• Helping nations to Build their own Research towards implementing Remedial Solutions
Confused pyramid of road safety

Faulty environment

Absence of driver training

Outdated legislation

Poor enforcement

Road Safety Awareness

Consultancies
Cut Paste Research
Support from Development Bank with no Capacity Building

Propaganda
Committees and Workshops
Legislation & Standards
Conventions of Road Traffic and Signs & Signals

Engineering
Adapting Research in developing their own Codes of Practice

Driver Training
Training of Licensing officers & Trainers

Enforcement
Training of Police

Education
## Age Group wise Fatalities in India 2017

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-18 years</td>
<td>9,408</td>
</tr>
<tr>
<td>18-25 years</td>
<td>34,244</td>
</tr>
<tr>
<td>25-35 years</td>
<td>39,549</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,47,853</strong></td>
</tr>
</tbody>
</table>

- **0-35 Year Age Group**: 83,201 (56.2%)

Source: Report - Road Accidents in India 2017, Ministry of Road Transport & Highways, Government of India.
TOWARDS RESPONSIBLE YOUTH
School Conclave

Possibilities

Active
- Enforcement
- Engineering/Legislating

Educative
- Driver Training/Awareness
- Catalysing Parents/Schools
IMPORTANT INITIATIVES UNDERTAKEN BY
THE INSTITUTE OF ROAD TRAFFIC EDUCATION
(IRTE)
IN PARTNERSHIP WITH
THE MINISTRY OF ROAD TRANSPORT & HIGHWAYS
GOVERNMENT OF INDIA
These initiatives are also being developed for the South Asia Region

School Conclave
for Road Safety
Imparting Road Safety Education to School Teachers

Towards Responsible Youth
Creating Responsible Young Drivers & Riders
A University Students Training Program

Training of School Bus Driver/ Attendants

Capacity Building Workshops
for Police / Traffic Police Officers & Military Police
in Traffic Management & Road Crash Investigation

Development of a Draft National Policy
for the Safety of Transporting School Children
(In all modes of Transportation)

Awareness Raising Workshops
For Officers of Transport Department, Police and Engineers from Road Authorities
In Motor Vehicles (Driving) Regulations, 2017
Training of Nepal Police

“Training Programme on Traffic Management”
College of Traffic Management
30.01.2017 to 18.02.2017
“Training Programme on Traffic Management”
College of Traffic Management
04th to 15th September, 2018

Training Programme on “Road Crash Investigation and Forensic Science”
College of Traffic Management
19th November to 8th December, 2018

TOWARDS RESPONSIBLE YOUTH

Responsible Young Drivers and Riders
Awareness Raising Programs prior to obtaining a Learners' License

School Conclave
Safer Children - Training methodology for School Teachers in Road Safety Education
Youth Awareness Program for University Students

20 Universities,

400 Students/Program
TOWARDS RESPONSIBLE YOUTH

PROGRAM
Targeting the learner drivers
18-25 years college students
School Conclave for Road Safety
School Conclave

Safer Children-Training Methodology for School Teachers in Road Safety Education
SCHOOL CONCLAVE FOR ROAD SAFETY

IMPARTING ROAD SAFETY EDUCATION to SCHOOL STUDENTS through existing curriculum

A Resource for School Teachers

An Initiative By:

IRTE
TOWARDS RESPONSIBLE YOUTH

School Conclave

CLASS VI to XI
TOWARDS RESPONSIBLE YOUTH

School Conclave

Methodology

Key words:
- Circular motion
- Distance
- Measurement
- Motion
- Periodic motion
- Rectilinear motion
- SI units
- Units of measurement

10.8 Types of Motion
You may have observed the motion of a vehicle on a straight road, march-past of soldiers in a parade or the falling of a stone (Fig. 10.12). What kind of motion is this? Sprinters in a 100-metre race also move along a straight track. Can you think of more such examples from your surroundings?

Circular motion
Chapter-10 Motion and Measurement of Distance

- Key Words used in Chapter: Circular Motion, Distance, Measurement, Rectilinear Motion
TOWARDS RESPONSIBLE YOUTH
School Conclave
Finding places on the map

- Country-State-District-City-Local Area- Own School
- Landmarks
- Hospitals, police stations, terminals etc.

Using maps to

- Approximate distances
- Obtain directional orientation
- Plot journeys, for e.g., from home to school, home to market etc.
- Plot local accidents on maps
- Mark stretches of congestion on local area maps
TOWARDS RESPONSIBLE YOUTH

School Conclave

Arts and Craft

Curriculum Link

Slogan coining/ cartoon making/ drawing & painting on road safety issues like

- Drunken Driving
- Violating Traffic Rules
- Traffic Signals & Markings
- Traffic Snarls
- Overspeeding & Accidents
- Pollution
- Riding Without Helmets
- Triple Riding
- The Traffic Policeman
- Mixture of Vehicles
- etc....
First Academic Capacity Building Initiative for South East Asia

Based upon the Safe Systems Approach

Academic Objectives

To create capabilities of individuals to understand the basis and complexities of the following domains of Traffic Management through the process of research, globally applied best practices, recognizing national and local needs:

- Traffic Engineering
- Forensic Science in Crash Investigation
- Human Factors in Road Crashes
- Driver Training and Management
- Post-crash Management
- Traffic Legislation and Codes of Practice
- Traffic Enforcement
- Road Safety Awareness and Education
M.Sc.
Traffic Management

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The Institute of Road Traffic Education has supported the Government of India towards the drafting of

**Motor Vehicles Driving Regulations**

( in cohesion with the UN Convention of Road Traffic)

As we recommend that need based regulations form the very basis of driver training, traffic discipline and road crash investigation
MOTOR VEHICLES (DRIVING) REGULATIONS, 2017
मोटरयान चालन विनियम, 2017
Introducing **Training of Judicial Officers**
In Road Crash Investigation
Constitutional Status
Union Territory with 4 regions (Puducherry, Karaikal, Mahe and Yanam)

Puducherry City
Local Governing Bodies
Pondicherry Municipality
Oulgaret Municipality

Area
Pondicherry Municipality = 19.54 km.sq.
Oulgaret Municipality = 36.70 km.sq.
Total = 56.24 km.sq.

Population
Pondicherry Municipality = 2,41,773
Oulgaret Municipality = 3,00,028
Total = 5,41,801

Economic Structure of the City is based on “Open Economy Model” – which includes –
• Agriculture and allied activities,
• Small Scale Industries
• Eco-Tourism

Source: www.censusindia.gov.in (2011 Census)
Supporting the Government

- Undertaking Road Safety Audit
- Improving Traffic Engineering
- Working with the Police
  - In scientific investigation of road accidents
  - Developing Strategic based Enforcement
- Creating a new Basis of Data Management
- Training of Motor Licensing Officers

With the Aim:

Reducing Road Crash Fatalities by at least 50%
Improving Efficiency of Road Traffic Movement
Workshop
Formulating a Draft Policy
Safety in Transportation of School Children
In all modes of Transport
For India & South East Asia

New Delhi 29 & 30 April 2019
IRTE offers our support

In the following domains:

• Training to Police Officers in Traffic Management & Road Crash Investigation
• Training of Trainers: Motor Licensing Officers, Driver Trainers
• Training of Highway Engineers: in Traffic Engineering & Road Safety Audit
• Helping the development of a Road Safety Curriculum for Schools
• Developing the tools and systems of training
Thank You