Capacity Building: Safety of Vulnerable Road Users in South East Asia

Dr. Rohit Baluja
President, Institute of Road Traffic Education
Director, College of Traffic Management
United Nations & IRTE Sign an MOU To improve Road Safety In South East Asia

South East Asia & United Nations Recognise the College of Traffic Management as the Centre of Excellence in Road Safety for South East Asia
Safety of Powered Two Wheelers and Vulnerable Road Users Conference: November 2016

Presentation of Recommendations at the 73rd Session of the WP.1
Five Areas of Research

- Infrastructure Considerations
- Vehicle Considerations
- Safety Apparel including Helmet Safety Standards
- Mitigation of Powered Two Wheeler Injury
- User Behaviour Consideration & Data Management
Road deaths in South East Asia
Road User Categories Wise

- Two Wheelers: 36%
- Four Wheelers: 15%
- Pedestrians: 12%
- Cyclist: 6%
- Other or unspecified users: 31%

Road Crash Fatalities of VRUs in South East Asian Countries: 85%

Safety of Vulnerable Road Users
(Pedestrians | Elderly | Differently Abled | School Transportation)

Conference:
November 2017

CONFERENCE ON
SAFETY OF VULNERABLE ROAD USERS
Pedestrians | Elderly | Differently Abled Persons | School Transportation

SOUTH EAST ASIAN REGION
09-11 November, 2017, Delhi, India
Purpose: Safety of Vulnerable Road Users
(Pedestrians I Elderly I Differently Abled I School Transportation)

Vulnerable road users

1. Road Environment (Infrastructure Safety Management)
2. Legal Instruments
3. Awareness & Enforcement
4. Post-Crash Management
Member country Representatives from Cambodia, Philippines, Sri Lanka, Thailand, Bhutan, Korea and India participated
Globally, over 1.35 Million people are killed in road crashes each year.

Source: Global Status Report on Road Safety 2018, WHO
TOWARDS RESPONSIBLE YOUTH
Responsible Young Drivers and Riders

Population in India 2011
12,10,855 (in 000’s)

Youth Population in India 2011 (0-34 Years)
7,94,403 (in 000’s)

Age Group wise fatalities in India 2017 India

- 0-18 years: 9,408
- 18-25 years: 34,244
- 25-35 years: 39,549

Total Fatalities in India (2017)
83,201 (56.2%)

Source: Report - Road Accidents in India 2017, Ministry of Road Transport & Highways, Government of India.
“About 800 million people in India are below the age of 35 years. Their aspirations, energy, enterprise and skills will be the force for India’s economic transformation.”

“India is a youthful country. A country with such a major percentage of youth has the capability to change not only its own, but the fate of the entire world.”

“The youth of India has the strength to move the entire world with a click of a mouse, we have generated that ability.”

- Narendra Modi
TOWARDS RESPONSIBLE YOUTH

Responsible Young Drivers and Riders
Awareness Raising Programmes prior to obtaining a Learners’ License

School Conclave
Safer Children - Training methodology for School Teachers in Road Safety Education
India
School Curriculum can be broadly divided into:

1. Statutory Curriculum
2. Hidden Curriculum
3. Extracurricular Activities
AIM

To make the pupil responsible, safe and a defensive road user.
School Conclave for Road Safety: Objectives

1. To develop a responsible attitude towards road
2. To acquire map-reading and navigational skills
3. To gain knowledge about roads and their features and traffic control devices
4. To become familiar with regulation and control of traffic
5. To analyse common accident causes, especially those involving vulnerable road users
6. To bring awareness about action in cases of accidents and road emergencies
7. To understand effects of alcohol, drugs, ill-health and other factors in relation to road accidents
8. To become aware of the means available to the society to reduce accidents
9. To understand the special needs of the elderly, handicapped and very young on the road
10. To explore ways to reduce vehicles on our roads
11. To analyze the factors influencing choice of travel
12. To increase awareness about the cause and extent of pollution due to traffic
13. To analyse the factors that affect the young driver (novice driver)
School Conclave for Road Safety

Objective 1

TO DEVELOP A RESPONSIBLE ATTITUDE TOWARDS ROAD USAGE AND MINIMISE THE TAKING OF RISKS

Teaching Tips

• Discuss risk. What encourages people to take risk. Talk of personal experiences.

• Compare relative risks in different modes of transport, e.g., cycle-rickshaws, auto-rickshaws, buses, walking, cycling etc.

• Consider precautions and means to minimise risk, for e.g., safer routes, helmets, seatbelts, visibility of yourself (fluorescent clothing) etc.

• Discuss how our behaviour affects others. Do we have a responsibility towards others?

• Discuss how the usage of mobile phones and other such gadgets distracts attention leading to the risks of crashes.

• Look at media influences on our lifestyle
  - are we encouraged to take risks?
  - do some advertisements encourage irresponsible attitudes of driving when they show high performance vehicles?
  - road rage and frustration.
Teaching Tips

- Locate places on the map- narrow down locational perspective from country to state, district, city/town, local roads and finally own school.
- Identify landmarks on the map.
- Discuss how the Geographic Information System (GIS) is designed to capture, analyse spatial data referenced to locations on the earth.
- Guide them about orientation in terms of directions- north, east, south, west etc.
- Map routes, e.g., journey to school through different routes.
- Approximating distances using various guides on maps.
- Planning out-of-school journeys.
Curriculum Links

School Conclave for Road Safety
Methodology

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

Key words
- Circular motion
- Distance
- Measurement
- Motion
- Periodic motion
- Rectilinear motion
- SI units
- Units of measurement
TOWARDS RESPONSIBLE YOUTH

Responsible Young Drivers and Riders
Awareness Raising Programmes prior to obtaining a Learners’ License

School Conclave
Safer Children - Training methodology for School Teachers in Road Safety Education
Towards Responsible Youth

Program

Targeting the learner drivers
18-25 years college students
Teaching Module

- CAUSES & CONSEQUENCES OF ROAD ACCIDENTS
- IMPORTANCE OF EARNING A DRIVING LICENCE
- BASIC LEGAL INSTRUMENTS WHICH ANY PERSON MUST KNOW IN ORDER TO QUALIFY FOR A LERNER LICENCE
- CODES OF PRACTICE - TRAFFIC CONTROL SIGNALS, (SIGNAGE, SIGNALS & MARKINGS)

- MOTOR VEHICLE (DRIVING) REGULATION, 2017

- PROVISIONS OF MOTOR VEHICLE ACT, 1988

- SELECTED RULES OF THE CENTRAL MOTOR VEHICLE RULES, 1989

- RIGHTS AND RESPONSIBILITIES OF WAY
- ART OF DEFENSIVE DRIVING
- INCIDENT & POST-CRASH MANAGEMENT
- THE UNDERSTANDING OF DRIVING PSYCHOLOGY & SOCIAL BEHAVIOUR ON ROADS
“Safer Roads Safer You” Initiative 2018-2019

Training of School Bus Drivers & Conductors

89 Workshops → 2663 Participants
Research Based
Training & Assessment of School Bus Drivers

Importance of School Bus Drivers/ Attendants

They are valuable members of the education team, transporting the most prized possession of a nation, a family –

THE CHILD
1. School Bus Drivers training is not an off the shelf program. This is a specialised subject.

2. Trainers and training schools are not yet equipped to impart this training.

3. General training does not meet the requirements.

4. School Bus Driver Training should be need based for both: Drivers & Conductors
The curriculum developed by IRTE especially for this program focussed on:-

1. The school bus driver and attendant (Conductor)
2. Safety management and procedures
3. Legislation and legal instruments dealing with School transportations
4. Defensive Driving
5. Human Behaviour
6. Vehicle cleanliness and maintenance
7. Handling incidents and Emergencies.
“Safer Roads Safer You” Initiative 2018-2019

Short Term Evaluation

Pre & Post Evaluation

Average Marks in Pre-Assessment

Average Marks in Post Assessment

30.46% → 83.54%
53.8%
Conference
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
Glimpse of Conference
### Sessions in Conference:
**Draft Policy for the Safety of Transporting School Children**

<table>
<thead>
<tr>
<th>Session</th>
<th>Topic</th>
</tr>
</thead>
</table>
| 01       | School Transportation
          Safety & Unsafety: Responsibility of Whom? |
| 02       | Road Environment Outside Schools
          Parking- Congestion- Violations- Unsafe Conditions |
| 03       | Problems & Solutions in School Transportation
          Students Perspective |
| 04       | Vehicle Factors |
| 05       | Training Needs of Different Stakeholders |
| 06       | Legislation and Enforcement |
| 07       | Post-Crash Management and Data Need |
I. Introduction

1.1 Decrease of Child Traffic Fatalities

The number of child traffic fatalities in Korea fell 97% from 1,766 deaths in 1988 to 54 deaths in 2017.
Recommendations
Outcome of the Conference:

Draft Policy for the Safety of Transporting School Children
CHAPTER 3

ROLES AND RESPONSIBILITIES OF STAKEHOLDERS
ROAD ENVIRONMENT

Children in school-going age are highly vulnerable to the negative fallouts of the existing road environment. This calls for urgent action to make areas around schools safer for children. Creation of School Zones can go a long way in curbing injuries and fatalities among school-going children by placing controls over vehicular speeds, calming traffic and safer access to school and incident-free dispersal post-school hours.
LEGAL INSTRUMENTS, CODES OF PRACTICE & ENFORCEMENT

The laws and rules need to be amended for zero tolerance for offences committed by vehicles transporting school children. Legislation must define the “School Zone”. Here, penalties for unsafe driving offences should be increased substantially to act as an effective deterrent. Unsafe actions of caregivers escorting children to and from school too need to be brought under the ambit of the law. Drivers of motorised and non motorised school transport must undergo mandatory post licence training and periodic refresher courses to keep them abreast of the latest developments and practices for safe transportation of school children.
There is an urgent need to integrate the specific safety needs of school-going children by transport planners, policy makers, local administrations and law enforcing authorities. Proper and timely management of RTIs among school-going children calls for a comprehensive and coordinated action on all fronts, including on the ground incident management, by all the concerned stakeholders. Investments need to be made in research studies for better understanding of RTIs among school-aged children, their prevention and management.
Post-license training for drivers/riders/pullers with a focus on defensive driving, understanding the prevalent rules and negotiating the hazards on road. These customised trainings for school drivers/riders need to highlight the skills, responsibility and accountability required while carrying school children. Equally important is the training and orientation of other key stakeholders like the school authorities, school transport manager, parents and enforcement agencies to provide a safe road environment to children.
KEY RECOMMENDATIONS

CHAPTER 8
IRTE has Adopted Puducherry

Puducherry as Laboratory for South East Asia
A framework for the Decade

International coordination strengthening global architecture

National activities

Pillar 1
Road safety management

Pillar 2
Infrastructure

Pillar 3
Safe vehicles

Pillar 4
Road user behavior

Pillar 5
Post crash care
Recommended Framework

Road Safety Management

National Coordination

- Legislation & Codes of Practice
- Transportation Planning
- Traffic Engineering & Safety Audits
- Driver Training & Road User Awareness
- Vehicle Standards
- Traffic Enforcement & Road Crash Investigation
- Post Crash Management & Rehabilitation

Data Management
Puducherry
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)
Puducherry
Road Length vs. Road Deaths (Puducherry)

Percentage Fatalities on Various Types of Roads

<table>
<thead>
<tr>
<th>Type of Road</th>
<th>Road Length (%)</th>
<th>Road Deaths (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway</td>
<td>64 Km (2.0%)</td>
<td>137 (58.8%)</td>
</tr>
<tr>
<td>State Highway</td>
<td>89 Km (2.9%)</td>
<td>8.2% (19)</td>
</tr>
<tr>
<td>Other Roads</td>
<td>3,031 Km (95.2%)</td>
<td>33.0% (77)</td>
</tr>
</tbody>
</table>

4.9% of Highways account for 67% of Road Deaths in Puducherry

Source: Road Length: Basic Road Statistics of India 2016, Ministry of Road Transport and Highways, Government of India
Road Deaths – Road Accidents in India, 2017, Ministry of Road Transport and Highways, Government of India
Number of Registered Motor Vehicles in Pondicherry

Registered Vehicles in Puducherry (in thousands)

<table>
<thead>
<tr>
<th>Year</th>
<th>Registered Vehicles (in thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>384</td>
</tr>
<tr>
<td>2007</td>
<td>432</td>
</tr>
<tr>
<td>2008</td>
<td>484</td>
</tr>
<tr>
<td>2009</td>
<td>538</td>
</tr>
<tr>
<td>2010</td>
<td>599</td>
</tr>
<tr>
<td>2011</td>
<td>673</td>
</tr>
<tr>
<td>2012</td>
<td>755</td>
</tr>
<tr>
<td>2013</td>
<td>700</td>
</tr>
<tr>
<td>2014</td>
<td>751</td>
</tr>
<tr>
<td>2016</td>
<td>803</td>
</tr>
<tr>
<td>2016</td>
<td>863</td>
</tr>
</tbody>
</table>

Source: Road Transport Yearbook 2015-2016, Ministry of Road Transport and Highways, GOI.
## Registered Vehicles/ Fatalities in terms of Road User Categories Puducherry (2017)

### Share of Registered Vehicle
- NA
- NA
- 86% (7,42,466)
- Data Not Available
- 10% (86,756)
- 1.6% (14,031)
- 1.6% (13,724)
- 0.4% (3,160)
- 0.4% (3,169)

### Fatalities Based on Road User Categories
- Pedestrians: 35% (82)
- Two Wheeler: 50% (118)
- Data Not Available: 1% (2)
- Car Taxi Van: 2% (6)
- Bycycles: 5% (11)
- Truck: 2% (6)
- Bus: 2% (2)
- Other: 1.5% (3)
- Auto Rickshaw: 1.5% (4)
- Other MV’s: 1.5% (3)

### Road Traffic Fatalities 2017
- Two Wheeler: 50%
- Pedestrians: 35%
- Car Taxi Van: 2%
- Bus: 2%
- Bycycles: 5%
- Other: 3%
- Truck: 2%
- Auto Rickshaw: 1%
- Other MV’s: 1.5%

**Source:** Road Accidents in India, 2016, Ministry of Road Transport and Highways, Government of India

Source: Road Transport Yearbook 2015-2016, Ministry of Road Transport and Highways, GOI.
Road Fatalities in Puducherry (2014-2017)

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Fatalities</th>
</tr>
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<tbody>
<tr>
<td>2014</td>
<td>151</td>
</tr>
<tr>
<td>2015</td>
<td>235</td>
</tr>
<tr>
<td>2016</td>
<td>244</td>
</tr>
<tr>
<td>2017</td>
<td>233</td>
</tr>
</tbody>
</table>
Age Wise Road Fatalities in Puducherry (2017)

<table>
<thead>
<tr>
<th>AGE GROUPS</th>
<th>NUMBER OF ROAD DEATHS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 18</td>
<td>20</td>
</tr>
<tr>
<td>18-25</td>
<td>22</td>
</tr>
<tr>
<td>25-35</td>
<td>32</td>
</tr>
<tr>
<td>35-45</td>
<td>33</td>
</tr>
<tr>
<td>45-60</td>
<td>68</td>
</tr>
<tr>
<td>60 and above</td>
<td>51</td>
</tr>
</tbody>
</table>
Accidents Classified according to Type of Traffic Violations during the calendar **year 2017**

- No Violation: 52%
- Over-Speeding: 32%
- Driving on Wrong side: 13%
- Not Known: 3%

Source: Road Accidents in India, 2017, Ministry of Road Transport and Highways, GOI
Right of Way
Vulnerable Road Users
A group of people, including police officers and civilians, are gathered in a room. One woman is presenting a small box to another man, who is taking it from her.
Meeting Held with **Dr. Kiran Bedi**, Hon’ble Lt Governor, Puducherry
**Ms. Abanti sankaranarayanan**, Chief Strategy and Corporate Affairs Officer & Member - Executive Committee, Diageo India,
**Ms Sundri Nanda IPS**, DG, Puducherry, **Dr. Rohit Baluja**, President IRTE
“SAFE SYSTEM APPROACH”

IRTE-Puducherry Project

In Partnership with Puducherry Police
WORKING ON 7 PILLARS AT PUDUCHERRY LABORATORY

- Legislation & Codes of Practice
- Transportation Planning
- Traffic Engineering & Safety Audits
- Driver Training & Road User Awareness
- Vehicle Standards
- Traffic Enforcement & Road Crash Investigation
- Post-Crash Management & Rehabilitation
Established a Traffic Engineering & Data Management Center: February 2019
Training Program on use of Breath Alcohol Analysers
Training Program on Enforcement Technologies at IRTE Puducherry Office

08th May 2019
Drill Training Program
Enforcement
V9 Interceptor® to Puducherry Police Department
Interceptor CrashLab V9® at Puducherry

**Enforcement Details From 10th May to 31st August 2019**

- Without Helmet: 6602
- Without Uniform: 4041
- Without Records: 2924
- Without Seat Belt: 2797
- Cell Phone Drive: 1907
- Excess Speed: 1880
- Without DL: 1869
- Tripples Ridding: 1824
- Traffic Violation: 1696
- Improper Parking: 1677
- Traffic Signal: 1567
- Excessive Auto Fare: 1497
- Disobey Traffic Sign: 862
- Demand Excess Auto Fare: 768
- Disobey Traffic Rule: 720
- Disobeying Traffic Sign: 612
- Traffic Obstruction: 606
- Disobedience of Order: 592
- Using Pressure Horn: 523
- Improper Number Plate: 300
- Excessive Height/Length: 139
- No Auto Meter: 93
- Pollution Certificate: 62
- Black film (Black sticker): 61
- Improper Parking: 55
- Using Pressure Horn: 47
- Drunken Drive: 31
- Without Permit: 13
- Footboard Traveling: 11
- Without First Aid Box: 5
- Private Vehicle Used for Commercial Purpose: 4
- Without Conductor Licence: 2
- Without Alteration: 0
Traffic Engineering & Road Safety Audit
Defining Speed Limits for Puducherry

- Spot Speed Surveys of Highways at Puducherry
- Road Audits for Traffic Control Devices
Reports on Engineering Improvements

- Surveys conducted for Improvements in Traffic Control Devices and Road Engineering

- 41 Reports based on surveys conducted were submitted to Road Agencies for further action.
  - Road Signs
  - Road Markings (pedestrian crossings, stop line, chevron markings)
  - Geometrics Improvements for more than 10 locations
Capacity Building Program for Engineers from Puducherry Road Agencies

Participants from:
- PWD,
- National Highways,
- Transport Department
- Police department
Awareness Raising Program for Road Users
Workshop on School Conclave
(17th & 18th June 2019)
Conference Hall, Director Education Office Complex, Puducherry

58 Teachers from Government as well as Private Schools
Accidents Recording and Data Management
Accident Investigation

Case: Bus Rollover midnight (Traffic Police Station North) 10-04-2019 FIR: 94/19

Root cause of Accident
Accident Investigation

Accident Investigation of every fatal accident to understand the root cause

Case: Traffic Police North 31st March 2019 FIR: 82/19
Road fatalities reduces in Puducherry from 17 to 0 after Road to Safety awareness program.
Data Management

• VIA Software
  • Data collection & data management
  • Monitor & analyses the actual road safety situation

• The software can be used by
  • The police
  • The government & road authorities
Training Program on Accident Recording Software
M.Sc. Traffic Management

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
UNESCAP: 733,463 (59.47% of Global Road Fatalities)
UNECLAC: 116,914 (9.48% of Global Road Fatalities)

<table>
<thead>
<tr>
<th>S. No.</th>
<th>Member State</th>
<th>Estimated No. of Road Traffic Deaths</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Antigua and Barbuda</td>
<td>5094</td>
</tr>
<tr>
<td>2</td>
<td>Argentina</td>
<td>43856</td>
</tr>
<tr>
<td>3</td>
<td>Bahamas</td>
<td>47</td>
</tr>
<tr>
<td>4</td>
<td>Barbados</td>
<td>20</td>
</tr>
<tr>
<td>5</td>
<td>Belize</td>
<td>51</td>
</tr>
<tr>
<td>6</td>
<td>Bolivia (Plurinational State)</td>
<td>1950</td>
</tr>
<tr>
<td>7</td>
<td>Brazil</td>
<td>43856</td>
</tr>
<tr>
<td>8</td>
<td>Chile</td>
<td>2098</td>
</tr>
<tr>
<td>9</td>
<td>Colombia</td>
<td>7225</td>
</tr>
<tr>
<td>10</td>
<td>Costa Rica</td>
<td>592</td>
</tr>
<tr>
<td>11</td>
<td>Cuba</td>
<td>873</td>
</tr>
<tr>
<td>12</td>
<td>Dominica</td>
<td>8</td>
</tr>
<tr>
<td>13</td>
<td>Dominican Republic</td>
<td>4143</td>
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<td>14</td>
<td>Ecuador</td>
<td>3911</td>
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<tr>
<td>15</td>
<td>El Salvador</td>
<td>1398</td>
</tr>
<tr>
<td>16</td>
<td>Grenada</td>
<td>958</td>
</tr>
<tr>
<td>17</td>
<td>Guatemala</td>
<td>210</td>
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<tr>
<td>18</td>
<td>Guatemala</td>
<td>908</td>
</tr>
<tr>
<td>19</td>
<td>Haiti</td>
<td>1425</td>
</tr>
<tr>
<td>20</td>
<td>Honduras</td>
<td>339</td>
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<tr>
<td>21</td>
<td>Jamaica</td>
<td>6625</td>
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<tr>
<td>22</td>
<td>Japan</td>
<td>16754</td>
</tr>
<tr>
<td>23</td>
<td>Mexico</td>
<td>1095</td>
</tr>
<tr>
<td>24</td>
<td>Nicaragua</td>
<td>494</td>
</tr>
<tr>
<td>25</td>
<td>Panama</td>
<td>1383</td>
</tr>
<tr>
<td>26</td>
<td>Paraguay</td>
<td>4622</td>
</tr>
<tr>
<td>27</td>
<td>Peru</td>
<td>5094</td>
</tr>
<tr>
<td>28</td>
<td>Saint Kitts and Nevis</td>
<td>9</td>
</tr>
<tr>
<td>29</td>
<td>Saint Lucia</td>
<td>26</td>
</tr>
<tr>
<td>30</td>
<td>Saint Vincent and the Grenadines</td>
<td>5</td>
</tr>
<tr>
<td>31</td>
<td>Sanhellen</td>
<td>103</td>
</tr>
<tr>
<td>32</td>
<td>Trinidad and Tobago</td>
<td>224</td>
</tr>
<tr>
<td>33</td>
<td>Uruguay</td>
<td>723</td>
</tr>
<tr>
<td>34</td>
<td>Venezuela (Bolivarian Republic)</td>
<td>10791</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>116,914</strong></td>
</tr>
</tbody>
</table>
UNECA: 203,136 (16.47% of Global Road Fatalities)
Respecting our MoU with UNECE

• The IRTE offers:

  Support to Emerging Economies in Africa & Asia in Capacity Building:
  By

• Catalysing the process of Indigenous Research
• Promoting & Training Police in Road Crash Investigation
• Introducing the Academic Programmes: M.Sc. in Traffic Management in their respective Universities
• Traffic Engineering & Road Safety Audits
Affluent road safety to Realistic safety

There needs to be a

Shift from Affluent Road Safety

To Realistic Safety issues faced in emerging economies
Indigenous v/s Prescriptive Research

Support development of *indigenous research* within emerging nations

Discourage cut-paste or *prescriptive research* which does not relate to realistic needs of developing countries
THANK YOU