

## Road Safety Bill

### What is the issue?

\n\n

\n

- Motor Vehicles (Amendment) Bill (2017) - seeks to better the quality of roads and improve safety standards.

\n

- It has been languishing in the Rajya Sabha since last year, and needs to be furthered for the greater good of the nation.

\n

\n\n

### What are the challenges in ensuring road safety in India?

\n\n

\n

- Potholes are a major cause for accidental deaths and between 2013 and 2016, official statistics says that 11,836 deaths due to it in India.

\n

- Madhya Pradesh, Uttar Pradesh, Tamil Nadu and Maharashtra have the dubious distinction for consistently causing potholes related accidents.

\n

- Significantly, pothole related deaths peak during monsoons and ironically.

\n

- While cases are to be booked against contractors (or officials) for poor roads, police reports often blame the victim for 'negligence driving'.

\n

- The Indian Road Congress has prescribed over 100 sets of guidelines to ensure standardised road construction, maintenance and management.

\n

- The challenge lies in ensuring that these guidelines are implemented and no complying contractors and officials are brought to book.

\n

- The absence of a unified law on road construction, engineering and maintenance is making it hard to implement these guidelines.

\n

\n\n

## **What does the Motor Vehicles (amendment) Act intend to do?**

\n\n

\n

- “Motor Vehicles Act” is the presently existing act for road safety.
- This act has no provisions to ensure accountability of road authorities for defects in the engineering, design and maintenance of roads.
- The Motor Vehicles (Amendment) Bill, 2017, which has been tabled in the parliament, has attempted to address this drawback.
- It has provisions for rectify several systemic issues by providing a uniform driver licensing system, protecting children and vulnerable road users.
- Rationalising penalties and creating a system of accountability in the construction of roads is another important aspect of the bill.
- The bill envisions a monetary fine of up to 1 lakh on the authority responsible, for any road crash caused by defective road design/maintenance.
- While the fine is only a small amount, this is a step in the right direction.
- Nonetheless, road contractors and engineers will still not be held criminally liable for causing deaths and injuries due to their sloppy work.

\n

\n\n

## **What are the technical aspects of the problem?**

\n\n

\n

- Potholes are caused by the presence of heavy traffic and water on roads and improper drainage is found to have direct implications for roads.
- Therefore, it becomes necessary to ensure the use of standardised methodology and good quality material when constructing roads.
- There also needs to be regular maintenance and an effective system to ensure accountability in other aspects of town planning too.
- Incorporating “Safe System Approach” in all aspects of road design, engineering and construction is another point to be considered.

\n

\n

- This accounts for the possibility of human error and ensures that the surrounding environment and infrastructure are designed to save lives.

\n

\n\n

\n

- At a policy level, we need to create an enabling environment that weaves in different progressive aspects across all sectors that influence road quality.

\n

\n\n

\n\n

**Source: The Hindu**

\n\n

\n\n

\n\n

\n\n

\n

