

Highways Safety & Facilitation centre proposal on PPP

By
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मुद्रदा

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हादसों की हकीकत

राजधानी की सुरक्षा

गंगा के पानी

राजधानी की सुरक्षा

गंगा के पानी

सुरक्षा

वातायत

सुरक्षा

वातायत

सुरक्षा

वातायत

सुरक्षा

वातायत

मर्ज का बड़ा पहलू

एन.टी.ए. की मर्ज का बड़ा पहलू...

कानून और क्रियान्वयन में अड्डल

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सड़क आतंकवाद जैसे हालात

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सुरक्षा

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Bad Roads in India

India has Poor Quality Roads and Highways

Although India is home to over fifty national highways the sad state of affairs is that most national highways are just two lanes or even lesser. The design of the highways is a matter of great importance since only properly designed highways can withstand the pressure created by heavy vehicles. Apart from being narrow they are also highly congested since quite a large part of India's freight is carried on these highways

Rural Areas have Bad Roads

India is home to quite a large rural population. Most of the rural areas in India do not have access to all weather roads and hence have a tough time during the monsoons. This problem is more significant in the northern and northeastern part of the country. The government in its 11th five year plan has allotted Rs 100,000 crore for the construction and maintenance of roads in villages.

Urban Areas are Severely Congested

Traffic is one common problem in most of the metropolitans today. Cities like Mumbai, Delhi, and Kolkata are extremely congested during office hours. This is mainly because of industrialization and the sudden rise in vehicle ownership over the last few years. If India wants to be in tandem with the growing traffic, the government will need to construct around 15,000 km expressways in the next ten years

Fatalities on the Highways:

According to official statistics (NCRB), 1,18,239 people were killed in road traffic crashes in India in 2008. The situation in India has worsened in recent years. Traffic fatalities increased by about 5% per year from 1980 to 2000, and since then have increased by about 8% per year in recent years. This is attributable partly to an increase in the number of vehicles on the road, and partly to the absence of a coordinated official policy to control the problem. The rate has increased from 36 fatalities/million persons in 1980 to 138 fatalities/million persons in 2012

Road Safety Scenario in India

The following statistics show the enormity of the problems:-

1,38,285 deaths per year

387 deaths per day

15 deaths per hour

(source Road Research Wing, Road Ministry)

Number of Accidents, Persons Killed & Injured as per Road Classification (2011)

| Road Classification | National Highways | State Highways | Other Roads |
|------------------------|-------------------|----------------|----------------|
| No. of Accidents | 149,732 (30.1) | 122,239 (24.6) | 225,715 (45.3) |
| No. of Persons Killed | 52,924 (37.1) | 39,033 (27.4) | 50,528 (35.5) |
| No. of Persons Injured | 156,008 (30.5) | 133,435 (26.1) | 221,951 (43.4) |

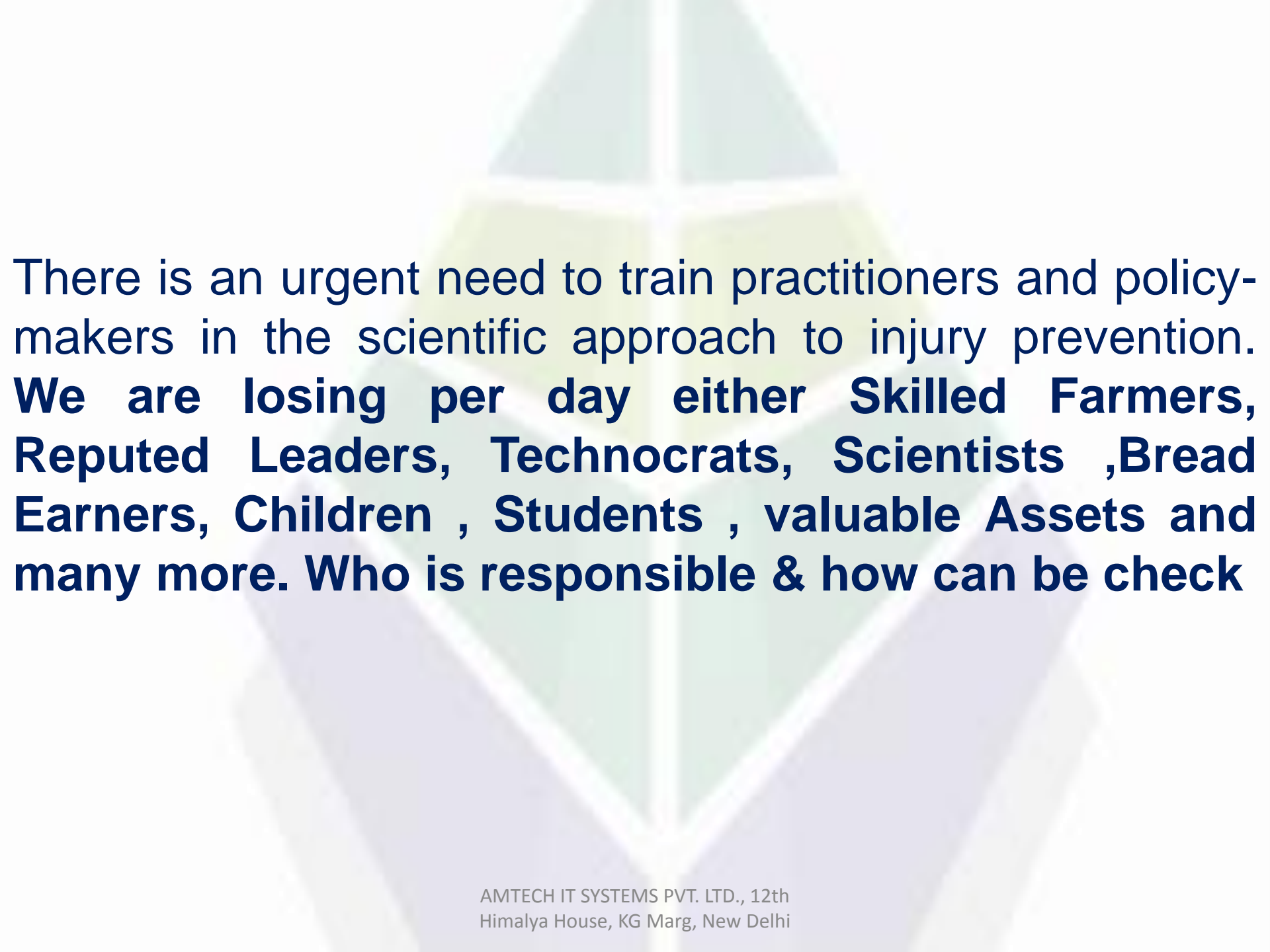
- Accidents 4.97 lakh (annual)(1 every mints)
- Deaths 1,42,485(1 death every 3.7 mnts)
- Accidents impose significant costs
- 3% GDP for India (1999-2000)
- 1.5 % GNP for middle income countries
- 2% GNP for high income countries
- 1% GNP for low income countries

Was 9th leading cause of death in 2004 and
expected to be 5th leading cause of death by 2030 world wide

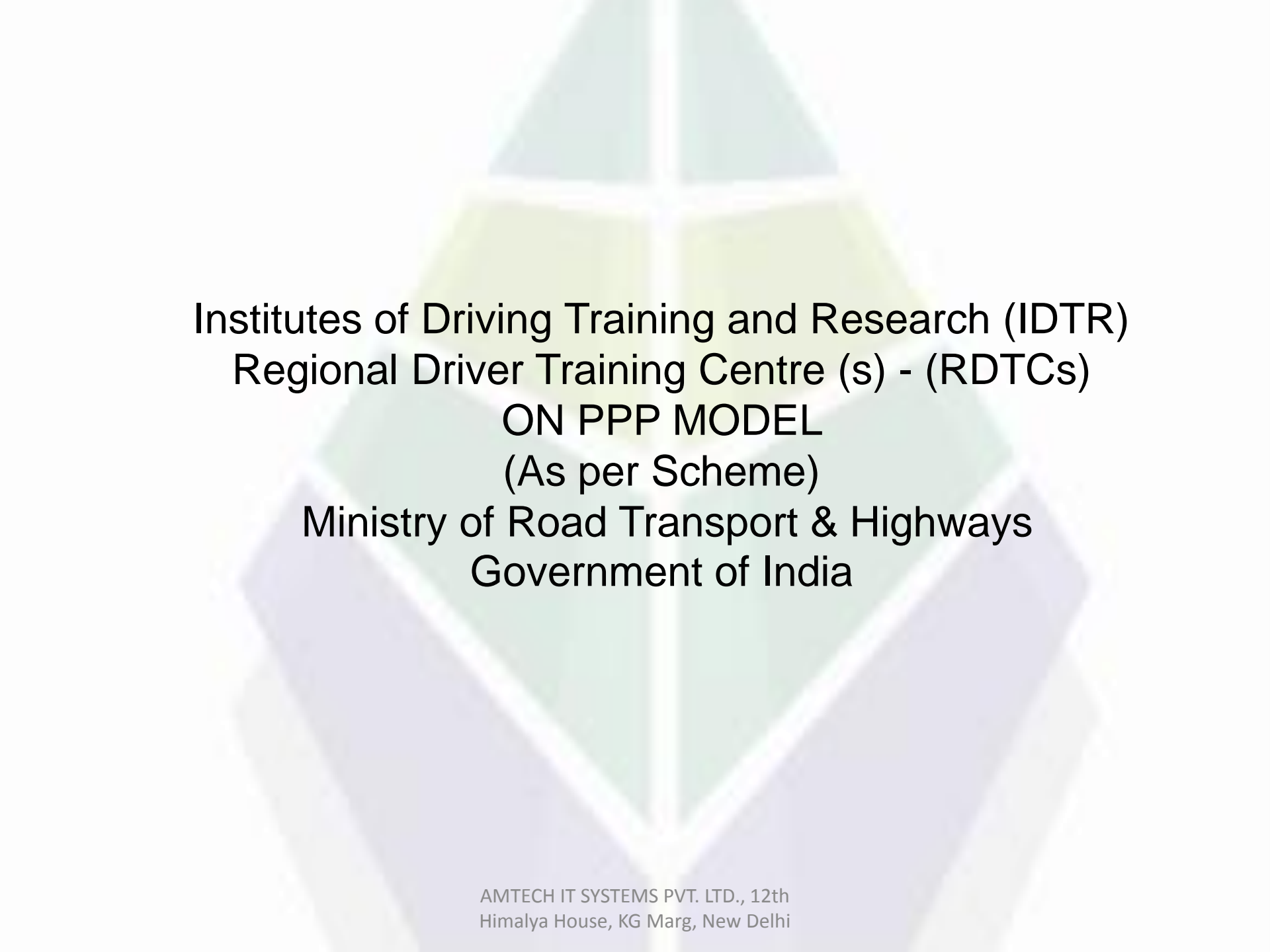
Direct Cost

**(Govt. Aid + Compensation + Insurance + Medical cost + Machine damage cost)
+ Indirect Cost**

| R C | Killed | | | | | | | | | | T1+ T2 | DCX6 | T1+T2+T3 |
|---|-----------------------------------|------------|-----------|------------|------------|------------------------------------|-------------|-------------|-----------|--------------|-----------------|------------------|------------------|
| NH | 52,924 X 3.5 = 185234 T1 | | | | | 156,008 X 1.5 = 234012 T2 | | | | | 4335 Cr. | 26008 Cr. | 30343 Cr. |
| | GA | MC | IN | VD | SC | GA | MC | IN | V | S | | | |
| | 1 | 0.5 | 1 | 0.5 | 0.5 | 0.5 | 0.25 | 0.25 | 0. | 0. | | | |
| | | | | | | | | | 2 | 3 | | | |
| SH | 39,033 X 3.5 = 136615.5 T1 | | | | | 133,435 X 1.5 = 200152.5 T2 | | | | | 3368 Cr. | 20206 Cr. | 23574 Cr. |
| | GA | MC | IN | VD | SC | GA | MC | IN | V | S | | | |
| | 1 | 0.5 | 1 | 0.5 | 0.5 | 0.5 | 0.25 | 0.25 | 0. | 0. | | | |
| | | | | | | | | | 2 | 3 | | | |
| OR | 50,528 X 3.5 = 176848 T1 | | | | | 221,951 X 1.5 = 332926.5 T2 | | | | | 5098 Cr. | 30588 Cr. | 35686 Cr. |
| | GA | MC | IN | VD | SC | GA | MC | IN | V | S | | | |
| | 1 | 0.5 | 1 | 0.5 | 0.5 | 0.5 | 0.25 | 0.25 | 0. | 0. | | | |
| | | | | | | | | | 2 | 3 | | | |
| TOTAL Cost NH 149,732 (30.1) + SH 122,239 (24.6) + OR 225,715 (45.3) in crores | | | | | | | | | | 12801 | 76802 | 89603 | |
| If cost miscalculated & reduce it by 30% then total Loss in Rupees in crores | | | | | | | | | | | 62722 | | |



There is an urgent need to train practitioners and policy-makers in the scientific approach to injury prevention. **We are losing per day either Skilled Farmers, Reputed Leaders, Technocrats, Scientists ,Bread Earners, Children , Students , valuable Assets and many more. Who is responsible & how can be check**



**Institutes of Driving Training and Research (IDTR)
Regional Driver Training Centre (s) - (RDTCs)
ON PPP MODEL
(As per Scheme)
Ministry of Road Transport & Highways
Government of India**

The model IDTR

I. shall be the model driver training institute having adequate land (10-15 acres) and shall include complete infrastructure required for a modern IDTR.

II, Regional Driver Training Centre(s)- (RDTCs) are proposed to be developed across States (excluding the district in the State where IDTR is proposed or developed) preferably on land measuring minimum about 3 acres with basic support infrastructure including testing tracks.

Land for the Institute shall be provided free from all encumbrances and the title of the land will vest in the State Government/ Central Government/Society. In case of lease holding, same shall be on a lease of at least 33 years.

Any other agencies such as State Transport Undertakings, Transport Companies/ Associations, NGOs, Private Party / Automobile, Associations/Vehicle Manufacturers' Association/Autonomous Body/Private Vehicle Manufacturers authorized and recommended by the State Governments, in collaboration with the Government.

The Central Government may provide 100% of the capital investment subject to maximum of Rs. 17 Crore as per following tentative break up:

- (i) Civil Construction: Rs. 13 Crore
- (ii) Workshop equipment: Rs. 1.5 Crore
- (iii) Vehicle and Simulator: Rs. 2.5 Crore

If size of the project is more than Rs. 17 Crore, the excess amount will be borne either by the State Government or Private Developer.

Construction of Training Centre, test track and other amenities:

- After 25% construction: 20% of the project cost
- After 50% construction: 20% of the project cost
- After 75% construction: 20% of the project cost
- After 100% construction: 10% of the project cost
- After recommendation of the closure of the project: 10% of the project cost.

Private Partner

- Play the lead role in the establishment and management of the IDTR.
- Sponsor the vehicles, training aggregates and teaching aids in the IDTR.
- Assist the Government in relation to various processes related to setting up and managing operations of training and training center's professionally, motor driving training, imparting technical assistance and skills in the said profession for maintenance of vehicles.
- Provide support in the form of designing course content, curriculum, technical assistance, guidance, vehicles and equipment's required for training, know-how and services, training aggregates, training materials including vehicles manuals and teaching aids for driver training.

- Provide employment opportunities to the deserving qualified and trained drivers at the IDTR through their business processes.
- Impart free training to the instructors of the IDTR on a regular basis regarding the latest vehicle technologies.
- To bring in professionalism in the area of driver training.
- Design, develop and operate the institute on time line stipulated by the government
- Bring in new technology and modern tools and process Run the institute as a self sustainable mode
- Complete Administration and run the institute under the guidelines of the government
- Submit periodical progressive reports to the government.
- Install audit and review mechanism for quality assurance
- Bear any expenditure in excess of the stipulated grant in association with the State Government

SOCIAL THRUST AREA

- Employment Generation
- Self sustainable Skill Development
- Security and safety
- Vehicle movement monitoring systems
- Reduction in thefts/burglaries (mishaps)
- Revenue generation by effective implementation of traffic rules
- Reduction of Crime
- Reduction in Road Accidents
- Prevention of human & cattle lives
- Damage Control
- Cleanliness (Swatch Bharat)
- Beautification of Road Sides
- Revenue Generation
- Reduction of monetary claims

VOCATIONAL COURSE CAN BE ADOPTED TO EDUCATE HIGHWAY PROTECTION

1. Periodic Motor Vehicle Inspection
2. Motor Vehicle Registration
3. Motorcycle Safety
4. Driver Education
5. Non-Commercial Driver Licensing
6. Codes and Laws
7. Judicial and Court Services
8. Impaired Driving
9. Traffic Records
10. Emergency Medical Services
11. Prosecutor Training
12. Older Driver Safety
13. Pedestrian and Bicycle Safety
14. Traffic Enforcement Service
15. Management of Highway Incidents
16. Pupil Transportation Safety
17. Crash Investigation and Incident Reporting
18. Speed Management
19. Occupant Protection
20. Roadway Safety

ADOPTION OF ROAD

- There is no fee associated with adopting a roadway.
- There is a forty year agreement between the NH and the Adopt-A-Highway volunteer(s).
- Adopted roadways have a minimum length of 2 km on both sides.
- Authority will allow us for the small advertisement on barricades
- The agreement requires a roadside litter cleanup often if needed.
- Cleanups involve both sides of the road within the adopted 2 km section of roadway.
- Filled bags of trash will be picked up by the NH with coordination of ULBs
- Bags with items for recycling shall be taken to a local recycling center by the volunteer group.
- AIMDSA groups can obtain safety vests, gloves, and bags at their NH Area maintenance office.
- AIMDSA signs with a recognition panel will be installed, one at each end of the adopted roadway.

Facilitation Centre

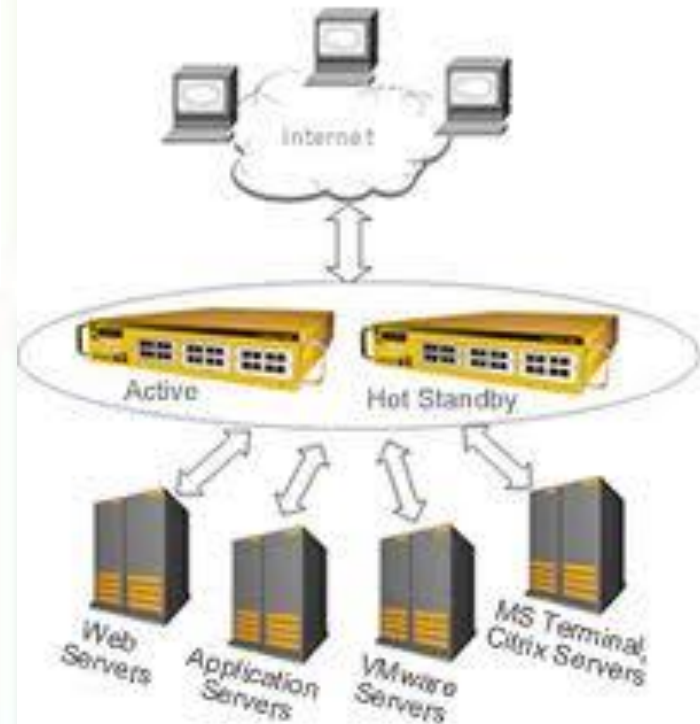
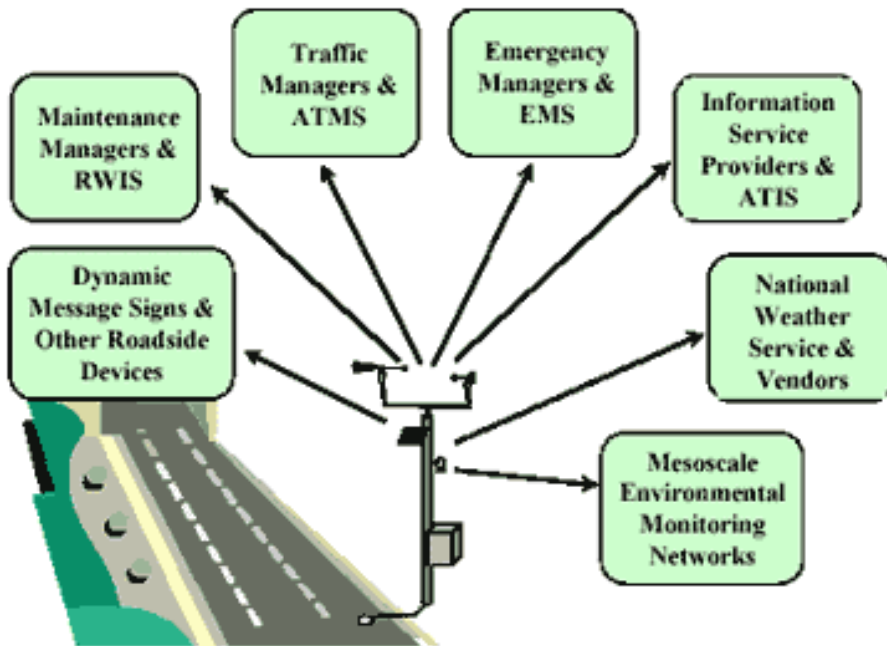
Fully equipped
ambulance +minor (OT)

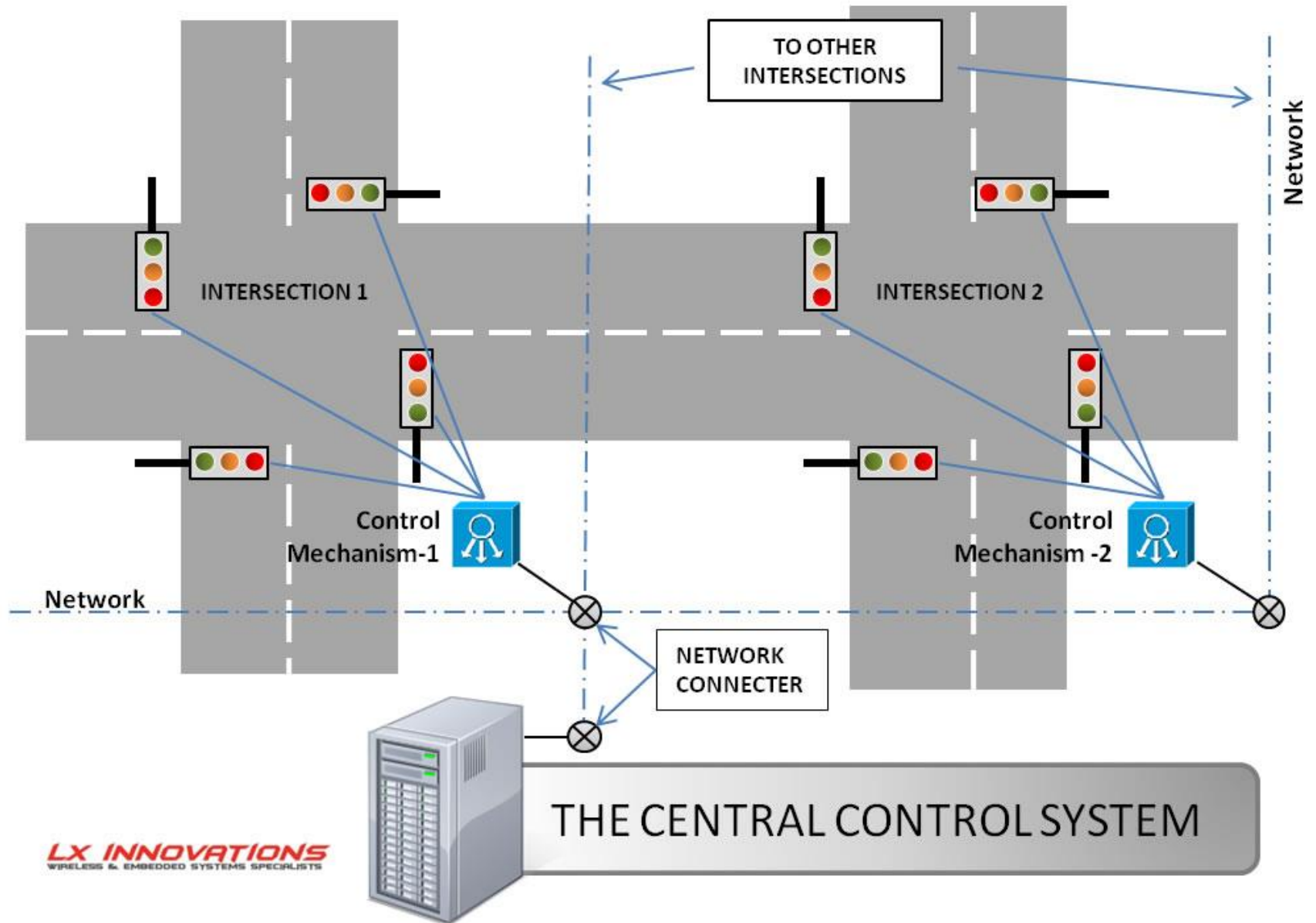
Crane/tow
away van

Parking Facilities

Vehicle
checkup/repair
facility

Rest
Area/Dormitory
for truck drivers





Single Multiple

Name V1 Camera

Location 5.00.0 of French Camp Rd


Current Operation None

Sign Status

Operation Status last message at 17:06:41 (4.01 sec)

Deployed 12:05 CAWS controlled

Current Preview



SLOW p.1

TRAFFIC p.2

AHEAD p.3

Font CT_Single_Strike

Quick Message 13

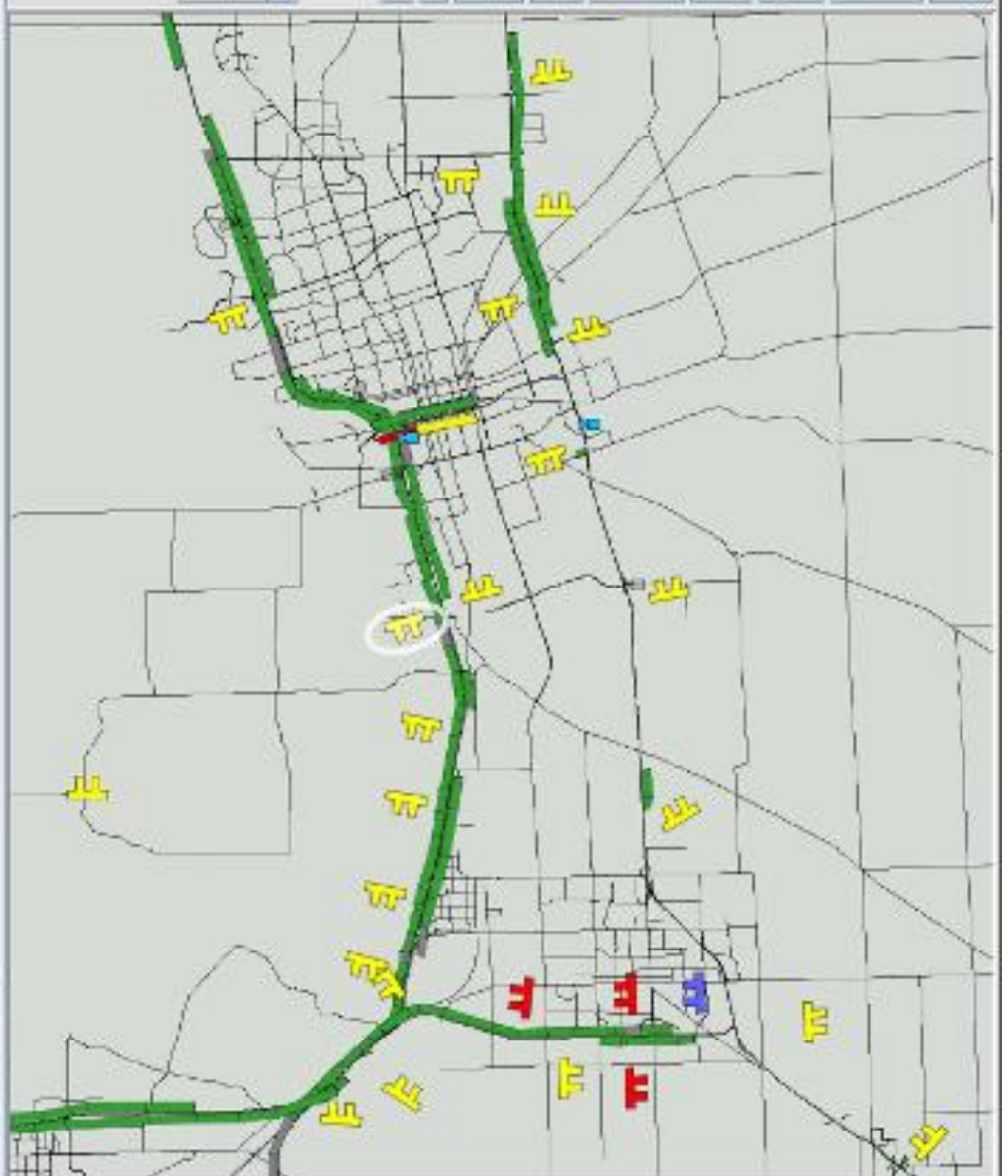
Send Blank Get Msg

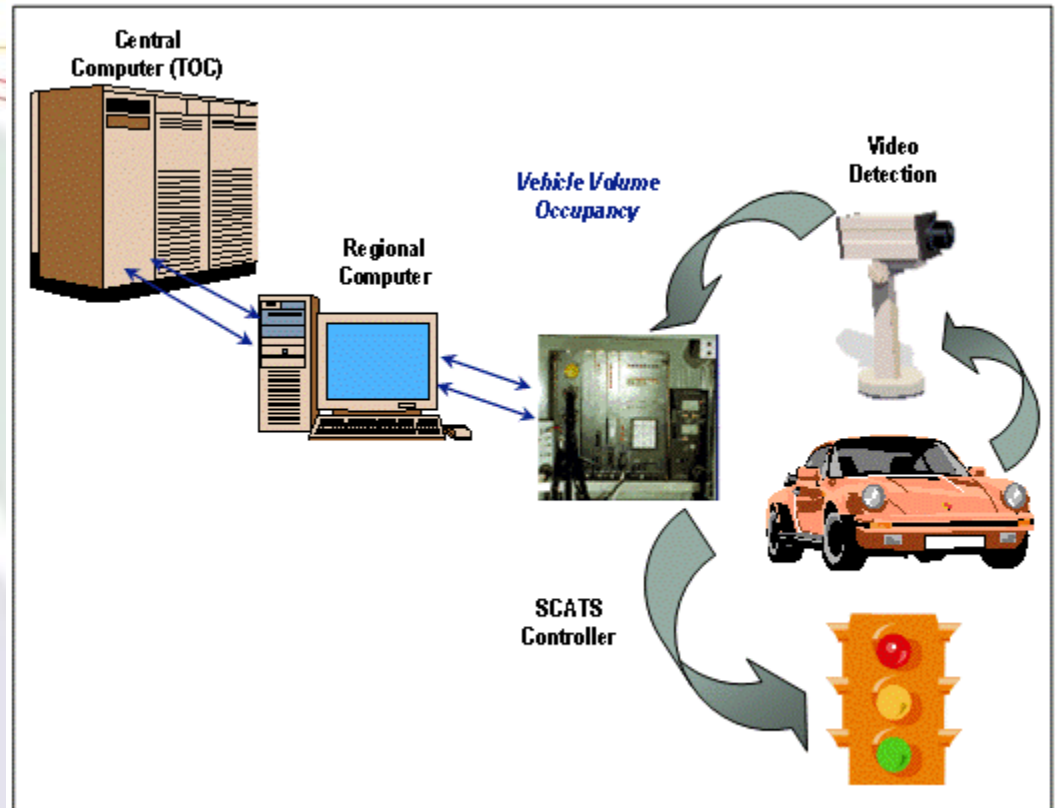
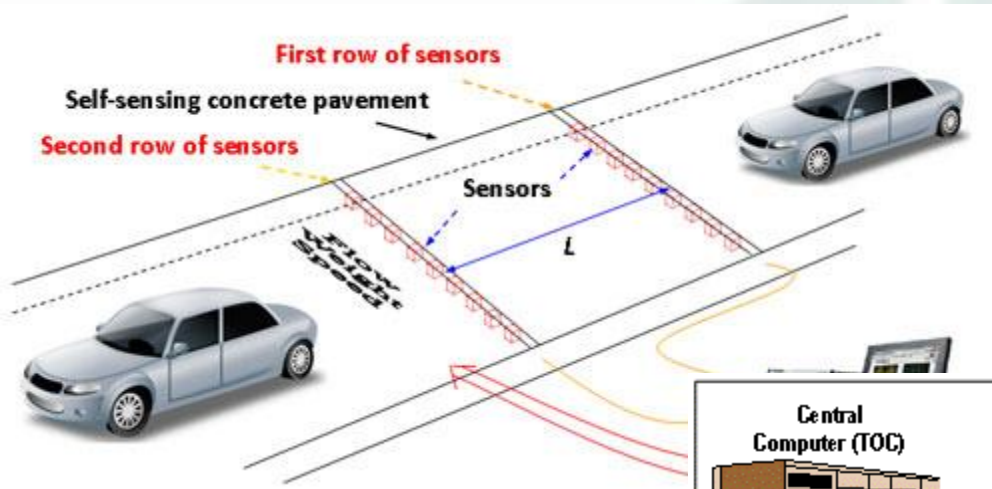
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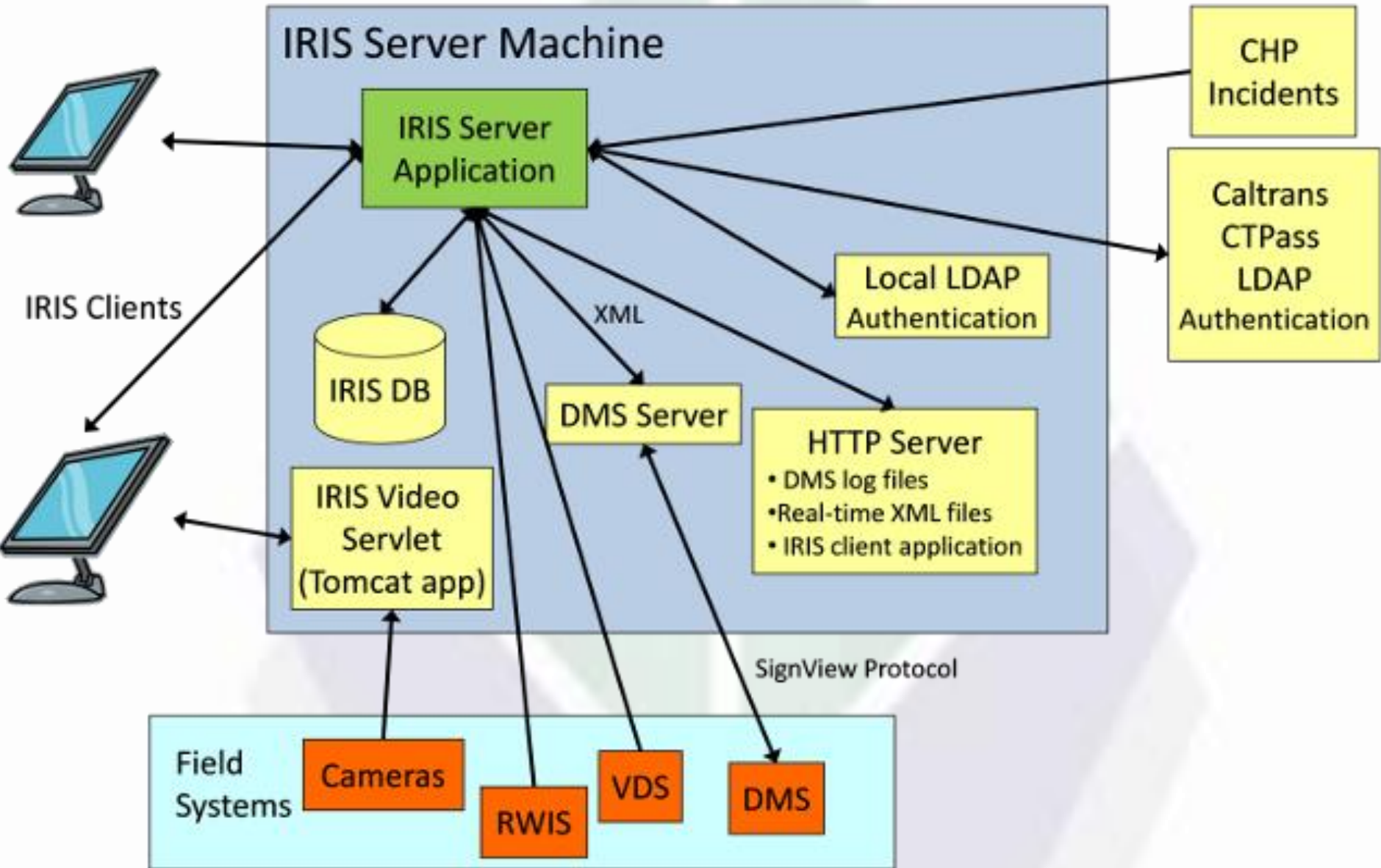
CMS status: All

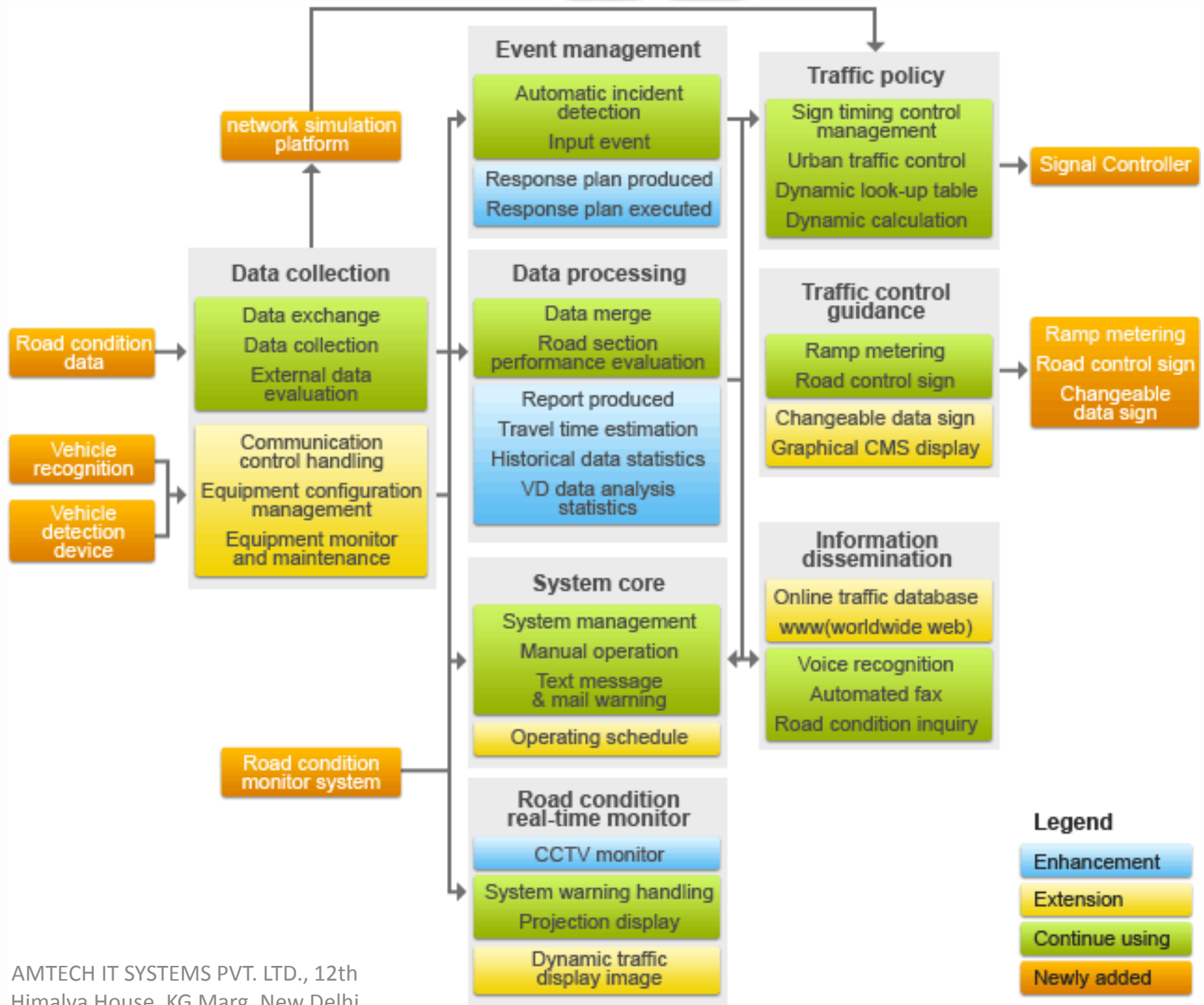
- 12 Available
- 39 User Deployed
- 0 Scheduled
- 3 CAWS deployed
- 0 Maintenance
- 0 Inactive
- 2 Failed
- 29 CAWS controlled
- 0 No controller
- 56 All

| | | | | | | | | | | |
|----|----|---------|----|---------|----|---------|-----|---------|-----|--------|
| 8 | V1 | mdarter | V4 | mdarter | V7 | CAWS | V10 | mdarter | V13 | mdarte |
| 14 | V2 | mdarter | V5 | mdarter | V8 | CAWS | V11 | mdarter | V14 | mdarte |
| L | V3 | mdarter | V6 | mdarter | V9 | mdarter | V12 | mdarter | V15 | mdarte |
| 4 | | | | | | | | | | |









OTHER FACILITIES

- Communication Centre
- Insurance & claim centre
- Traffic challan for offenders
- Lost & Found Centre
- Public Convenience
- Recycling facilities
- Restaurant
- Awareness Camps
- Chemist Shop
- Book Stalls
- Gift Shop

Income Sources

- Advertisement on Traffic Display board on every 10 Km Communication Centre
- Ambulance hiring can be added into medical claim or bills
- Parking charges on hourly or night basis
- Dormitory charges from the user
- Tow away van charges will be borne by the individuals
- Revenue through Vehicle challan on sharing basis with local traffic authorities
- Insurance & claim centre counter can be given on lease or take commission on claims
- Lost & Found Centre can be outsource to agency
- Public Convenience free with parking ticket
- Recycling facilities water/light can be sold
- Restaurant can be given on contract
- Awareness Camps space can be given on rent on day to day basis
- Chemist Shop outsource/ lease
- Book Stalls outsource/lease
- Gift Shop outsource/lease

Facilitation from State Government

- Free Land as Required for making the Facilitation Centre
- FIR Centre + legal cell
- Providing cable for communication/network
- Tie up with nearby Local Hospitals/Trauma Centre
- Provision of Water & Power for Facilitation Centre
- Allow Advertising Rights
- Security and Safety by authorities



Special Thanks

Prof. A.K. SINGH, who help us to make this project