



Sri SAIRAM
COLLEGE OF ENGINEERING
Formerly Shirdi Sai Engineering College

ISO 9001 : 2008 Certified Institution
Approved by AICTE, New Delhi
Recognised by Govt. of Karnataka & Affiliated to VTU, Belgaum
Anekal, Bengaluru

05/05/2017

Circular

Sub: Awareness on general public on road safety

This is bring to your kind notice that our college is organizing Awareness on general public on road safety on 08th May 2017 from 9.30 a.m to 4.00 p.m in Anekal. You are cordially invited and your participation in full strength is expected, for the effective utilisation of the programme.

LA N Hoopoo

[Signature]
Principal

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To all HODs, TPC, Office, TO, Transport

Awareness on General public for Road safety

Our College Organized "Awareness on General public for Road safety" in Anekal town on 08/05/2017 around 52 people participated in the event. General lack of awareness of basic traffic rules, absence of traffic signage and lights, and dangerous road conditions. Finally, neither passenger nor commercial vehicles come equipped with basic safety features. It is common to drive without a license or seat belt. The general public are reluctant to help accident victims for fear of getting caught up in court battles, whilst medical help is often too little too late. So, unlike other developing countries such as Brazil and Russia, the number of people dying on the roads of India shows no sign of falling. Here is no shortage of government ministers, activists and non-government organisations (NGOs) trying to address this problem. Take, for example, Nitin Gadkari, Minister of Road Transport and Highways; Vijay Chhibber, Secretary for the Department of Road Transport and Highways (RTH); and Prince Singhal, a road safety expert and an advisor to the Ministry of RTH. Then there are non-profit organisations, such as the SaveLIFE Foundation, and initiatives by motor companies such as Hyundai Motors' Safe Move -Traffic Safety Campaign.

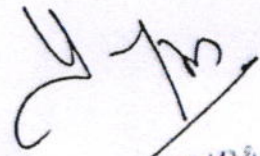
Community programmes aim to build 'road safety as a mass movement' especially amongst the youth who tend to suffer disproportionately in accidents. According to Prince Singhal, these programmes are necessary to help strengthen the core goals of India's road safety programme or the "Four Es" of road safety -- Education, Engineering, Enforcement and Environment. However, initiatives undertaken in the past five years have been unsuccessful according to the International Road Federation (IRF). Statistics from the National Crime Records Bureau (NCRB) show that 1.2 million people died in road accidents between 2004 and 2014. In 2014 alone there were 140,000 road traffic deaths, 17,000 of which were children. However, the Global Status Report on Road Safety (GSR) 2015 published by the World Health Organisation (WHO) estimates that the actual figure is 46% higher -- 200,000 deaths annually. A lack of "legislative and executive interventions" is largely to blame.

Government ministers insist India is committed to "improving safety, efficiency and sustainability in the transport sector." According to Mr Gadkari, India is working with the IRF, the WHO and the World Bank to strengthen regulatory institutions, design and engineer safer roads, and improve emergency response and medical care systems. It is working to

increase awareness of road safety, the importance of obeying traffic rules and driving safely. The government has endorsed the United Nations' Safe System Approach, and is introducing road safety as part of school curriculum. More significantly, the minister is pressing the government to replace the MVA with a more comprehensive law to promote road safety and the development of "efficient, seamless and integrated multi-mode public transport system."

Despite his best efforts, there has not been much progress. Former transport secretary S Sundar, led the Ministry of RTH in drafting a "comprehensive road safety law", which is still awaiting approval by Parliament. Possible reasons include resistance and lobbying by local governments, manufacturers, regulatory authorities who have much to lose from an efficient, transparent, properly enforced regulatory system. Mr Gadkari has promised to reintroduce the bill in winter 2015.

Traffic police need better road infrastructure and technology to police speeding and drunk driving two primary causes of road accidents -- and enforce penalties. Enforcement is a huge problem.



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