

ANNEXURE-1
GOVERNMENT OF TAMIL NADU
HIGHWAYS DEPARTMENT
Tamil Nadu Road Sector Project – II
(Loan No: 8499-IN)
Request for Expression of Interest

Assignment Title : **Consultancy services for set up and operationalizing a State Road safety Authority (SRSA), and establishing / revamping State Road Safety Fund (SRSF).**

Reference No : IN – TNRSP – SRSA – CS - CQS

The Government of Tamil Nadu (GoTN) has received a Loan from International Bank for Reconstruction and Development (IBRD) toward the cost of the Tamil Nadu Road Sector Project –II (TNRSP-II), and it intends to apply part of the proceeds of this Loan to payments under the contracts for provision of “**Consultancy services for set up and operationalizing a State Road Safety Authority (SRSA), and establishing / revamping State Road Safety Fund (SRSF).**” in Highways Department, Government of Tamil Nadu.

2. The broad objectives of this assignment are as follows:

- i. To assess the current Road Safety institutional arrangements, with a view to strengthening and building their capacity, suggest any necessary reforms for the institutional structure and evaluate the feasibility of a Tamil Nadu State Road Safety Authority (SRSA) to tackle the state’s extant road safety challenges to build on the state’s positive outcomes.
- ii. To review and suggest options to increase the resources and improve the operational procedures for sustaining, allocating and utilizing the State Road Safety Fund (SRSF).
- iii. Feasibility study on implementation of safe system policy, development of institutional management functions, knowledge transfer and investment strategies within the mechanism:
 - a. Frame a safe system approach and policy for road safety management.
 - b. Develop a comprehensive legislative framework for road safety management.

c. Prepare action plans for the establishment of the SRSA and SRSF.

3. The evaluation criteria are

- i. Consultancy firm should have vast experience in Road Safety related Assessment.
 - ii. The firm should have completed at least 2 similar assignments in India. Study & Recommendation for Road Safety Institutional setup / Road Safety Management Review / Road Safety Management Capacity Building shall be considered as similar assignment.
 - iii. Relevant experience in south India (Tamil Nadu, Kerala, Andra Pradesh, Telangana, Karnataka)
 - iv. Experience in projects funded by World Bank / Asian Development Bank / any Multilateral agencies
4. The attention of interested Consultants is drawn to paragraph 1.9 of the World Bank's Guidelines: Selection and Employment of Consultants [under IBRD Loans and IDA Credits & Grants] by World Bank Borrowers, January 2011, Revised July 2014 ("Consultant Guidelines"), setting forth the World Bank's policy on conflict of interest.
5. Consultants may associate with other firms in the form of a joint venture or a sub-consultancy to enhance their qualifications.
6. The experience / credentials of sub consultant shall not be considered for evaluation Hence, the consultant shall clearly specify the nature of Association in EOI. (Sub Consultant (or) JV)
7. Consultant will be selected in accordance with the Selection based on Consultant's Qualification (CQS) set out in the Consultant Guidelines.
8. Further information can be obtained at the address below during office hours *i.e.* 11.00 to 17.00Hours and also downloaded from and www.tnrsdp.gov.in: Terms of reference shall be available in website www.tnrsdp.gov.in
9. Expressions of interest along with credentials must be submitted in Email and Hard copy shall be delivered to the address below (in person, or by mail) 12.07.2021 up to 17:00 Hrs.

10. The Highways Department reserves the right to shortlist or not to shortlist any or all of the applicant(s) without assigning any reason whatsoever.

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O/o the Director General,
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Terms of Reference

Consultancy services for set up and operationalizing a State Road safety Authority (SRSA), and establishing / revamping State Road Safety Fund (SRSF).

1.0 Background

1.1 In 2019, the state of Tamil Nadu witnessed 57,228 road crashes, resulting in 10,525 fatalities. Between 2015 and 2019, the number of road-crash fatalities in the state has fallen by 17%¹, while fatalities have reduced by a third². This was a result of a programme of initiatives and actions by the stakeholders, also duly supported by World Bank and other IFIs. Although Tamil Nadu still had the highest number of crashes and third highest number of fatalities in 2018 across all states in India, Tamil Nadu has significantly reduced the numbers of crashes and fatalities in recent years.

1.2 With respect to institutional arrangements, the Government of Tamil Nadu (GoTN) has constituted several bodies at the state and district level over the past few years: a high level body of State Road Safety Council (SRSC) under the chairmanship of Honorable Minister for Transport: a District Road Safety Committee (DRSC) in each district under the chairmanship of District Collector. In addition, the state has also created an embryonic lead agency - Road Safety Cell, headed by the Joint Transport Commissioner (Road Safety) to assist the Road Safety Commissioner in cross-sectoral coordination of all road safety activities. A Road Safety Fund (RSF) is established out of the receipts of compounding fees and spot fines collected by transport/police departments to finance road safety activities. The fund is administered by an inter-departmental committee, headed by the Home Secretary.

1.3 Further under Tamil Nadu Road Sector Project II, “Road Safety Management Consultancy services for strategic and operational level initiatives to enhance Tamil Nadu’s road safety management capacity, the State took an initiative to develop an operational level mechanism to enhance the state’s road safety management capacity mechanism as follows.

- A RSELG (Road Safety Executive Leadership Group) headed by the Principal Secretary, Highways and Minor Ports Department was formed³, for overall strategic oversight and guidance to implement road safety interventions under the Road Safety component of TNRSP II.
- A RSMC (Road Safety Management Cell), led by the Transport Commissioner, with primary representation from HD, Police, Health, Education departments was formed to serve as the Secretariat to the RSELG and to play an operational role for implementing various road safety initiatives.

¹ From 69, 059 to 57,228

² From 15,542 to 10,525

³ Comprising Secretaries of the Home, Prohibition and Excise Department, Health and Family Welfare Department, and School Education Department, Transport Commissioner, the Director General of Police (State Traffic Planning Cell), Chief General Manager, National Highways Authority of India and The Director General, Highways Department.

- A Road Safety Implementation Unit (RSIU) and Road Safety Corridor Implementation Unit (RSCIU) led by the District Collector and supported by Highways, Transport, Police, Health, Education departments and local bodies was formed to support management, coordination, monitoring & evaluation of the implementation of the envisaged road safety activities in district level and for the Safe Corridor Demonstration Project (SCDP).
- In addition to the above, the GoTN established a Road Safety Reference Group (RSRG) to engage corporates, NGOs and other stakeholders on community participatory road safety programs and share the experience on road safety in reduction of accidents and fatalities.

1.4 While number of crashes and fatalities at the state level have declined in recent years, more aggressive and sustained efforts are required to achieve the desired results at the state level. Rapid growth in personalized vehicles, specifically 2 wheelers is an alarming road safety issue in the state.

1.5 Further, the State Highways, Major District Roads are designed based on outdated or inadequate highway standards, inadequate pedestrian facilities (lack of footpaths, pedestrian crossings, grade separators, encroachments, lack of space for road-side activities), poor enforcement with regard to helmet use by two wheeler users, poor driving sense, high vehicular speeds and inadequate lighting are some of the other challenges in the state's rural, semi urban and municipal contexts.

1.6 The GoTN recognizes that achieving road safety results requires long-term ownership, leadership and political will. Best international practices indicate that strong leadership and setting up an independent road safety lead agency are pre-requisites for sustained and improved road safety outcomes. It is important to ensuring an effective jurisdictional road safety management system, commit to a strong results focus through their institutional management arrangements and resolve any capacity weaknesses.

1.7 Given the above context and in order to comprehensively address the state's road safety challenges, GoTN wishes to engage a consulting firm to review the existing road safety scenario and institutional arrangements in the state, prepare a comprehensive road safety action plan, make recommendations on the establishment of a State Road Safety Authority with strategic funding plan, and develop a range of measures aimed at saving lives and reducing injuries for all road users and move closer to achieving the vision of ZERO ACCIDENTS in the State.

2.0 Objectives

The broad objectives of this assignment are as follows:

- To assess the current Road Safety institutional arrangements, with a view to strengthening and building their capacity, suggest any necessary reforms for the institutional structure and evaluate the feasibility of a Tamil Nadu State Road Safety Authority (SRSA) to tackle the state's extant road safety challenges to build on the state's positive outcomes.
- To review and suggest options to increase the resources and improve the operational procedures

for sustaining, allocating and utilizing the State Road Safety Fund (SRSF).

- Feasibility study on implementation of safe system policy, development of institutional management functions, knowledge transfer and investment strategies within the mechanism:
 - Frame a safe system approach and policy for road safety management.
 - Develop a comprehensive legislative framework for road safety management.
 - Prepare action plans for the establishment of the SRSA and SRSF.

The overall goal of this consultancy is to develop options which would include the repackaging of the existing structure of RSELG, RSMC and the SRSC under one umbrella into a SRSA structure.

3.0 Scope of work

The consultant is expected to undertake the below activities:

Task-1 Assessment of existing institutional arrangements for Road Safety in terms of leadership, coordination, implementation capacity and financial flow

Review current road safety mechanism

- Assess and describe ownership and involvement of all TN agencies/ stakeholders on road safety, their coordination, partnership, information sharing arrangements; assess related governance mechanisms, administrative practices and procedures; review their roles and responsibilities, their effectiveness, coordination, resources and capacity to discharge their duties, and comment on the adequacy of their composition or structure for road safety management and operations;
- Review scale and effectiveness of State-sponsored road safety engineering, enforcement, public outreach and medical programs in improving road safety outcomes; review the quality and reliability of the State's road crash and injury data collection process, and the status of road safety research.
- Review effectiveness of road safety management structures and institutions in Tamil Nadu, with focus on identifying gaps in systems, knowledge and resources, in comparison to other best practice institutions in India (Gujarat/Kerala and Karnataka) and around the world. The review shall include an assessment of the role of the state in road safety management on National Highways in the state.
- Review processes and arrangements for flow of financial resources for road safety in the state and comment on their adequacy, allocation rules and utilization.
- Review the legal and administrative framework of the present institutions to determine whether it allows them to meet their responsibilities.

Task-2 Assess need for a Road Safety Authority in Tamil Nadu

- Study and determine the primary reasons for the significant improvement in road safety outcomes in Tamil Nadu over the last five years, the primary departments/stakeholders and actions

responsible for this success and explore whether this needs to be institutionalized under a more formal SRSA set up.

- Given the state's successes in reducing its road safety burden, clearly outline why (or why not) a SRSA is needed in addition or to replace/subsume the extant state apex bodies for road safety.
- Hold workshops with key stakeholders to present options for future institutional arrangements developed from this analysis and best practice, seek views on proposed options and facilitate the state authorities to decide on the form of future institutional structure to be adopted.
- Based on the above, recommend a combination of institutional, legal and organizational measures or to set up and operationalize a SRSA (as a counterpart to the proposed National Road Safety Board under the Motor Vehicles (Amendment) Act, 2019) to help GoTN tackle the state's extant road safety challenges more systematically.

Task 3: Review best practices and recommend way forward for Tamil Nadu

- If the state decides to establish a road safety authority, study existing road safety authorities such as those in Kerala and Gujarat and flesh out their strengths and weaknesses; explore similarities and differences in the set up and adaptability to the Tamil Nadu context; assess related legislation, time taken to operationalize the authority in each state and their autonomy and independence to tackle road safety issues.
- Prepare options for transformation of the current TN structure(s) and institutional arrangements into the recommended SRSA structure.
- Facilitate an extensive study tour/ online interaction with either Gujarat or Kerala (or overseas authority dependent on the pandemic situation) to give the TN agencies a deep understanding of the operation of the authority.
- Identify requirements for establishment of the SRSA in terms of legislation/ regulations, procedures and resources – staffing, funds – and prepare a roadmap for operationalizing the SRSA for consideration by GoTN. Consultant should clearly define the roles and responsibilities of the authority for ensuring institutional efficiency and effectiveness.

Task-4 Review the operation of the road safety fund in Tamil Nadu

- Compare the existing State Road Safety Fund (SRSF) with similar funds in other states and best practices internationally. The review shall include activity identification, prioritisation, budgeting, implementation, impact evaluation and incentives, the linkage to the work of other road safety related institutions in the state, and effectiveness of the current arrangements in terms of flow, allocation and utilization.
- In consultation with GoTN, suggest enhancements that are needed to improve the effectiveness of the road safety fund, and develop an action plan that will be used to implement strengthening measures for the fund that may include details of operating procedures, revisions of allocation rules and changes required to let the proposed SRSA operate the fund.
- Explore opportunities for increasing SRSF revenue through user fees (registration/ driver

licensing fees) or levies (such as on fuel), insurance premia, percentage of road investment and/or maintenance expenditure.

- Develop a protocol for financing of interventions on a sustainable basis using a rational evaluation and programming framework to allocate resources to achieve the desired focus on results. Consultant should also establish procedures to guide allocation of resources across safety programs.
- Establish clear procedures/guidelines for the submission, selection, implementation, and impact monitoring of the requests for funding that the SRSF receives from the districts to finance a range of institutional activities and minor infrastructure works to improve road safety.

Task 5: Support for establishment of the SRSA and strengthening of SRSF

- Help draft the legislation required for establishment of the SRSA (or alternative option as selected by the state) and strengthening of the SRSF and related regulations, incorporating findings/recommendations from Tasks 3 and 4, for GoTN's consideration. Guide and support agencies in getting the legislation passed. The legislation should give due consideration to practicality and public acceptance, and shall be compatible with the Motor Vehicles (Amendment) Act, 2019. Deliver presentations on the proposals as needed for law making bodies and representatives.
- Address the legal instrument/Act necessary to specify the legitimate bounds of the SRSA, in terms of its governance, responsibilities, accountability and related road safety management functions.

Task-6 Support for operationalization of the SRSA

- Once the SRSA Act is passed, help draft rules for the SRSA operations encompassing all aspects of road safety management viz., coordination, legislation, funding and resource allocation, promotion, monitoring and evaluation, and research and development and knowledge transfer.
- Prepare terms of reference for key officials in the SRSA, detailing their roles and responsibilities, qualifications and experience, and reporting structure and arrangements.
- Prepare business plans for the SRSA for the first two years of its operation.
- Provide initial support for the first year of SRSA operation in road safety management and safe system approach ([Annex 2](#)), engineering, enforcement, post-crash care, research and analytics, awareness and communication, and monitoring and evaluation.

4.0 Proposed Staffing and Qualifications

4.1 The desired services shall be provided by the selected firm through a team of suitably qualified professional and technical personnel, to be headed by a Road Safety Management Specialist. It is expected that the Consultant would establish a strong team of specialists capable of supporting the

Government of Tamil Nadu to significantly improve its capability to improve road safety results in state, and the Team Leader will draw upon the expertise of specialists in managing and delivering the project tasks.

4.2 The qualifications and expertise expected of the respective “key personnel” nominated in the Consultant’s team for these services are outlined in [Annex 1](#). Adequate support staff shall also be provided by the Consultant to facilitate the operations of the nominated team during the services, but these support staff will not be evaluated.

5.0 Duration and Location

The duration of the services will be **30 months (12 months for completion of tasks 1-5) + (18 months time for presenting before the law making body and supporting the SRSA - Task 6)** from the time of the consultant’s mobilization after signing the contract. The services shall be delivered in Chennai, Tamil Nadu. The consultant will be required to make their own arrangements for an office. Deployment arrangement to be made in consultation with the Project Director, TNRSP II and Transport Commissioner, Chennai.

6.0 Deliverables and other requirements

The Consultant is expected to submit the following deliverables;

Deliverable	Timeline
Inception Report	Within 1 month of signing contract
Outputs for Tasks 1-2	Within 2 months of signing contract
Consultative workshop to discuss findings and recommendations *	Within 3 months of signing contract
Final Report for Task 1-2	Within 4 months of signing contract
Outputs for Tasks 3-4	Within 5 months of signing contract
Outputs for Task 5	Within 7 months of signing contract
Consultative Workshop on legislation for SRSA and SRSF *	Within 8 months of signing contract
Final Report for Task 3-5	Within 10 months of signing contract
Outputs for Task 6	Within 18 months of signing contract
Final report for Task 6 incorporating all comments from GoTN including the support for the first year and any amendments therein.	Within 30 months of signing contract

Deliverables are required to be submitted in hard copy (draft 15 copies and final version 15 copies) and soft copy (in editable) format including the presentation (in *.PPTX) made during the services.

* Workshop to be conducted in Chennai. About 25-30 officers will be participating in the Workshop. The workshop to be arranged by the Consultant including cost of all arrangements, like Hall arrangement, Refreshments / food for participants, workshop material, like Poster, Banner, and Training Kit (Broachers and handouts) for the workshop, etc. The payment for the workshop shall be made on completion of the workshop and submission of the report on the same, including the participants list and the feed back.

- The deliverables shall be reviewed by a Working Committee comprised of members from all stakeholders associated with Road Safety in the State. The consultant shall present before the Committee for review and approval. Payment shall be made on approval by the Committee.
- The Consultant shall carry out all above tasks in collaboration with a working group comprising key stakeholders from the state government and civil society. In addition, interactions with RSELG, RSMC, RSRG may be required.
- Measures proposed by the consultant should be aimed at obtaining consensus from GoTN on the need for proposed changes, streamlining existing arrangements aimed at increasing effectiveness of road safety improvement measures.

7.0 Man Month Requirements for Key Personnel

Position	Man requirement	Month
1. Road Safety Management Specialist / Team Leader	24 (12 continuous and 12 intermittent)	
2. Safe Systems Project Specialist	10	
3. Transport Regulations cum Road Safety Expert	6	
4. Enforcement Specialist cum Road Safety Expert	6	
5. Monitoring and Evaluation Specialist	5	
6. Training & Human Resource Development Specialist	4	

Annex 1: Experience and Qualification Requirements of Key Personnel

Position	Minimum qualifications	Minimum years of experience	Specific Required Expertise
1. Road Safety Management Specialist / Team Leader	Graduate in Engineering, Economics, Administration, Management, or other relevant field, plus other specialist high- level qualifications or demonstrable experience relevant to road safety in a metropolitan area (relevant post-graduate qualifications are desirable).	20	<p>Sound in-depth knowledge of National and International findings and directions in road safety strategies and action plans, particularly in the engineering, regulatory, enforcement, monitoring & evaluation, planning, education, communication and advocacy aspects.</p> <p>Minimum 5 years senior executive experience in road safety action planning, design and management, and in facilitation of related training, capacity-building and institutional initiatives for a major network of varying road types. 4 years international experience in country with recognized best practice accident experience essential - this requirement must be met by either Road Safety Management Specialist / Team Leader or Transport Regulations cum Road Safety Expert. High-level skills in strategic and technical advising, and in coordinating complex multi-agency action in a public sector environment. Completion of at least two comparable assignments in India or developing/ developed countries.</p>
2. Safe Systems Project Specialist	Graduate qualifications in Engineering/ Economics/Management/ Law/ Social/Health Sciences or relevant field/ plus other specialist high-level qualifications or demonstrable experience relevant to road safety.	10	<p>Sound in-depth knowledge of National and International findings and directions in road safety strategy and implementation, specifically modern road safety management principles and the safe system approach to road safety on highways, and rural and urban roads. Extensive experience in developing and executing community/district/ urban level public health/road safety programs in India. Excellent skills for facilitating and/or coordinating the operations and outputs of multi-disciplinary Working Groups / Task Forces. Completion of at least two comparable assignments in India or developing countries.</p>

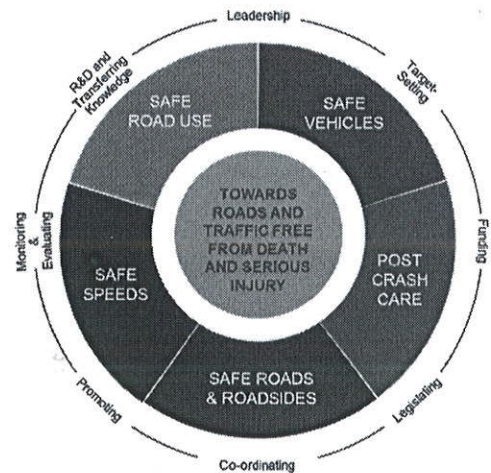
Position	Minimum qualifications	Minimum years of experience	Specific Required Expertise
3. Transport Regulations cum Road Safety Expert	Graduate qualifications in Engineering/ Economics/ Administration/ Management/ or other relevant field, plus other specialist senior executive institutional experience in road safety.	15	<p>Highly experienced in leading implementation of large multi-agency multi-year road safety work programs. A demonstrable record of achievement in reducing road trauma and the practical application of safe system principles in road transport.</p> <p>4 years international experience in country with recognized best practice accident experience essential - this requirement must be met by either Road Safety Management Specialist / Team Leader or Transport Regulations cum Road Safety Expert. Demonstrable experience in the delivery of strategic improvement projects in low and middle income countries, and effective road safety capacity building and knowledge transfer, and completion of at least five comparable assignments in India or developing countries.</p> <p>Demonstrable experience in drafting of institutional frameworks, job descriptions and operating procedures.</p>
4. Enforcement Specialist cum Road Safety Expert	Graduate qualifications in Law/ Civil Engineering/ Administration/ Management, or other relevant field, plus other specialist senior executive institutional experience in road safety.	15	<p>Highly experienced in leading implementation of large road safety enforcement and first response work programs with traffic police, enforcement agencies and emergency response teams.</p> <p>A demonstrable record of achievement in strengthening legal, administrative and operational systems and practices to reduce road trauma, with a focus on user behavior and motor vehicle regulation. Demonstrable experience in the delivery of strategic improvement projects in low and middle income countries, and effective road safety capacity building and knowledge transfer, and completion of at least five comparable assignments in India or developing countries. International experience in countries with recognized best practice accident experience would be an advantage.</p>
5. Monitoring and Evaluation Specialist	Graduate qualifications in Statistics, Management, Economics, Engineering and/ or Business, with additional	10	<p>Extensive experience in project / program management systems and applications specific to Road Safety assessment programs.</p> <p>Minimum 5 years extensive technical experience with systems and processes dedicated to project-based progress / performance / results monitoring and outputs /</p>

Position	Minimum qualifications	Minimum years of experience	Specific Required Expertise
	specialist qualifications relevant to Performance Monitoring and Evaluation program (Relevant post- graduate qualifications are desirable).		outcomes evaluation. Proven expertise in the development of process frameworks and specifications for IT-supported Monitoring and Evaluation (M&E) functions and resources for technical and operational environments, interfaced with other MIS and decision-support systems and having multi-level reporting capability. Completion of at least two comparable assignments in India or developing countries.
6. Training & Human Resource Development Specialist	Graduate qualifications in Management, Education, Business and/or Administration, with specialization in road safety training.	10	Extensive experience in applying modern training concepts and skills to public sector capacity building assignments / projects. Minimum 5 years of sound experience and skills in undertaking road safety training needs assessments (TNA) and in subsequent formulation and delivery of TNA-based training programs. Completion of at least one major comparable assignment in India. Extensive experience in applying modern communications, Behavioral study and promotions concepts with behavioral study of persons and skills to public sector capacity building assignments / projects. Minimum 5 years of sound experience and skills in developing road safety communications and promotions strategies and in subsequent design and implementation of road safety campaigns programs. Completion of at least one major comparable assignment in India.


Annex 2: The Safe System Approach

1. The Organization for Economic Cooperation and Development and the International Transport Forum published a landmark report in 2008 *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*. It was inspired by the reframing of road safety as a societal health issue in the best performing countries such as the Netherlands and Sweden, and prompted by ambitious road safety targets set in Europe and other high-income countries such as Australia and New Zealand.
2. The report documented what has become known internationally as the “*Safe System*” approach, a best practice road safety management which:
 - addresses all elements of the road traffic system in an integrated way
 - emphasizes the reduction of death and long-term injury rather than the prevention of crashes
 - challenges the fatalistic view that road traffic injury is the price to be paid for achieving mobility and economic development, by setting a societal goal with step-wise targets to eliminate road deaths and serious injuries in the long-term which can motivate and encourage all involved
 - accentuates the shared and accountable safety responsibility of designers and users of the road network for achieving road safety results and promotes a shared vision amongst citizens, public, private and not for profit organizations regarding the ultimate safety ambition of eliminating fatal and serious injury
 - aims to develop a road transport system better able to accommodate human error, commonly achieved through better management of crash energy, so that no individual road user is exposed to crash forces likely to result in death or serious injury.
 - uses social and economic analyses to understand the scale of the trauma problem, and direct investment into those programs and locations where the greatest potential benefit to society exists
 - demands equity in addressing the safety needs of both motorized and non-motorized users, and aligns well with the goals of sustainable development and other societal objectives such as improved local air quality, greenhouse gas reduction, energy security, poverty reduction, social inclusiveness and occupational health and safety
 - necessitates the strengthening of all elements of the road safety management system, especially institutional management functions, to achieve sustainable success.
3. This approach should not be regarded as fixed – the ideas and practices will continue to evolve. But it stands in stark contrast to largely discredited approaches of the past which have presented road safety as a task of perfecting human behaviour or (contrary to demonstrated injury prevention evidence) relied on education and information campaigns to reduce road trauma.

4. Central to the safe system are four main guiding principles:
- (i) People make mistakes that can lead to road crashes.
 - (ii) The human body has a known, limited physical ability to tolerate crash forces before harm occurs.
 - (iii) While individuals have a responsibility to act with care and within traffic laws, a shared responsibility exists with those who design, build, manage and use roads and vehicles to prevent crashes resulting in serious injury or death and to provide post-crash care
 - (iv) all parts of the system must be strengthened in combination to multiply their effects, and road users are still protected if one part fails



5. Articulating these principles will not achieve change in itself, but using and applying these principles as a basis of road safety change in Tamil Nadu will maximize the opportunity to achieve sustained reductions in road trauma. In the Tamil Nadu context, moving to a safe system approach to road traffic safety would infer learning from mistakes elsewhere, and developing a modern and effective road safety management system to sustain its positive road safety outcomes.


for Superintending Engineer (H)
ICERS Cell

10/10/2021