



GOVERNMENT OF ODISHA



INTEGRATED
ROAD SAFETY
ACTION PLAN

COMMERCE & TRANSPORT DEPARTMENT
GOVERNMENT OF ODISHA



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Date19.03.2021.....

MESSAGE

I am happy to learn that, Commerce & Transport Department have developed an **Integrated Road Safety Action Plan** for the State of Odisha for the year 20120-21 and 2021-22.

It is a matter of concern that, about 1.5 lakh people die due to road accidents in India annually. During the year 2019, 11,064 road accidents have occurred in Odisha killing 5333 people. Considering this severity, the Supreme Court Committee on Road Safety has directed to prepare an Integrated Action Plan involving concerned Departments of the Government for reduction of accidents and fatalities.

I am confident that this document will serve as a ready reckoner and yardstick for accurate assessment of various present and futuristic plans, particularly, traffic rule violations, black spot correctness, capacity building measures for road engineers, setting up of Trauma Care Centres to name a few.

I appreciate the effort of the officers involved in preparing the Integrated Road Safety Action Plan.


(Hon'ble Minister)



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MESSAGE

Road accidents continue to be a leading cause of death, disabilities and hospitalization in the country despite all our efforts to contain its impact. Odisha has been experiencing an exponential growth in number of vehicles and vehicular traffic in recent years. However, various factors have led to rise in accidents and fatalities in the State. It is shocking to note that, approximately 5000 persons die annually and more than 5000 are seriously injured on account of road accidents in Odisha. The impact of affected families is devastating as most lose their main bread earner in these accidents.

In adherence to the directives of the Hon'ble Supreme Court Committee on Road Safety, I am happy to inform that we have attempted to develop a comprehensive and robust **Integrated Road Safety Action Plan** involving all its stake holder Departments like Home, Health & Family Welfare, Housing & Urban Development, School and Mass Education, Works, Excise and VATI apart from Commerce & Transport Department.

This State Integrated Plan is open to further modification as various unforeseen dynamics may come up in future. It has covered curative aspects and critical parameters such as actions against traffic rules violations, identification of black spots & correctness, emphasis on road engineering measures, provision of Trauma Care Centres, creation of truck and bus bays, community awareness as well as conducting periodic road safety audit of all major highways.

I take this opportunity to congratulate the entire team of stake holder Departments for contributing to this document, and welcome any suggestions from the academia, civil society, citizens and others concerned with road safety programs for its improvement.

M. Padhi
10/11/2020

PRINCIPAL SECRETARY



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MESSAGE

Despite formulating and implementing various types of innovative policies, management of ever increasing traffic has become a great challenge for us. The increasing number of road accidents cause unbearable loss to many families, national properties and human lives. During 2019, 5333 people were killed and over 6000 people were severely injured in road accidents in Odisha.

Hon'ble Supreme Court of India, considering the severity of the road accidents, has constituted a Committee on Road Safety. This Committee directs to formulate & implement various policies on road safety measures. Keeping a target to reduce the fatalities in road accidents, an Action plan namely "Integrated Road Safety Action Plan" have been prepared by the Commerce & Transport Department. This document will act as a roadmap for the stakeholder Departments for implementation of various road safety measures in our State.

I hope, together we can reduce the fatalities on the road and make Odisha a leading State in Road Safety Management.

Sanjeeb Panda

Transport Commissioner, Odisha.

Compiled by:

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Lead Agency on Road Safety

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EXECUTIVE SUMMARY

Road transport plays the role of an anchor in the all-round development process of the nation. However, the multifaceted benefits of the linear infrastructure are marred with a cost to the society in the form of road accidents.

- Road accidents not only cause human tragedy, but also incur cost to the individual, society, economy and environment. Therefore, the causes of such accidents and safety measures to mitigate them are a serious concern.
- Worldwide, the number of people killed in road traffic crashes each year is estimated at almost 1.2 million, while the number injured is estimated to be as high as 50 million – the combined population of five of the World’s large cities.
- The World Health Organization (WHO, 2004) has projected that fatalities per 1,00,000 population in the developing world will rise from 13.3 in 2000 to 19.0 in 2020, whereas, they will decline from 11.8 to 7.8 in the developed world during the same period.
- Over 75 percent of these casualties occur in developing and transition countries, though they account for only 32 percent of motor vehicles.
- Road traffic injuries are a growing public health issue, disproportionately affecting vulnerable groups of road users.
- These accidents will continue, and very likely increase as motorization increases, unless all stakeholders act together.

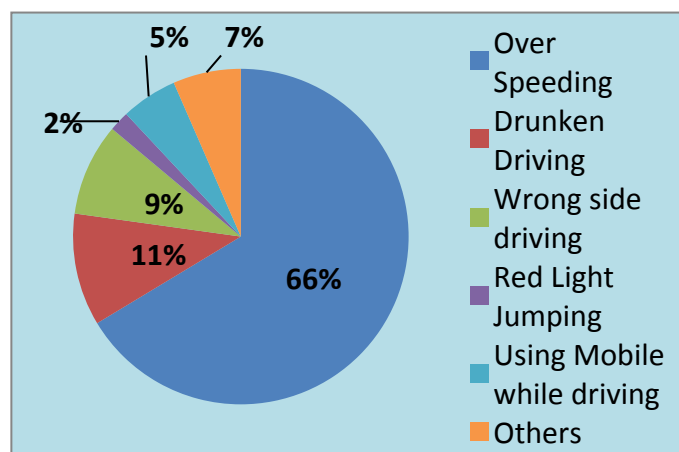
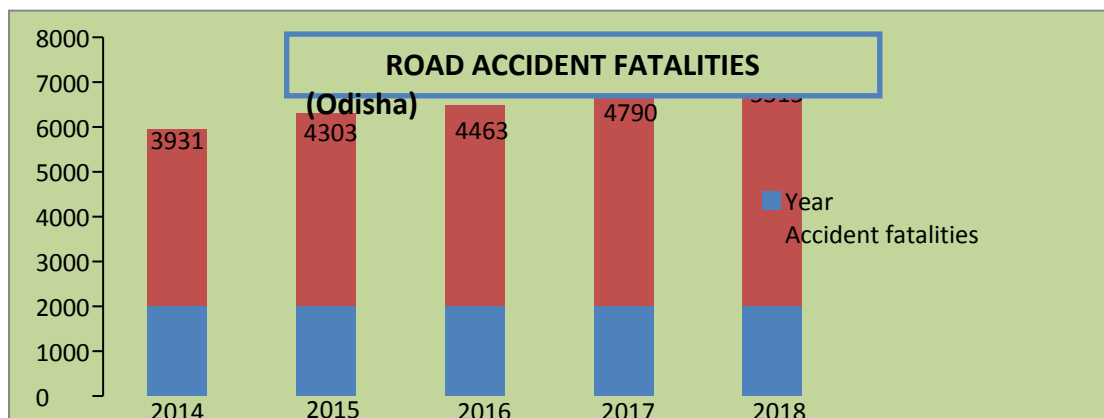
The following table indicates the list of top Six States in no. Of fatalities (2018):

Name of the State	No. of Fatalities	% share in total fatalities
Uttar Pradesh	22,256	14.7
Maharastra	13,261	8.7
Tamil Nadu	12,216	8.1
Karnataka	10,990	7.2
M.P.	10,706	7.1
Rajastan	10,320	6.8
Total		52.6

Road Accidents in India and Odisha

Year	INDIA			ODISHA			% Share of Odisha in all India Accidents	Fatality rate of India (Death / hundred accidents)	Fatality rate of Odisha
	No of Accidents	No of Deaths	No of person injured	No of Accidents	No of Deaths	No of person injured			
2014	489400	139671	493474	9648	3931	11087	2.0	28.54	40.74
2015	501423	146133	500279	10542	4303	11825	2.1	29.14	40.82
2016	480652	150785	494624	10532	4463	11312	2.1	31.37	42.37
2017	464910	147913	470975	10855	4790	11198	2.3	31.85	44.12
2018	467044	151417	469418	11262	5315	11794	2.4	32.42	47.19

The Supreme Court Committee on road safety has directed to reduce fatalities by 50% by 2020 taking the fatality data of 2015 as base.

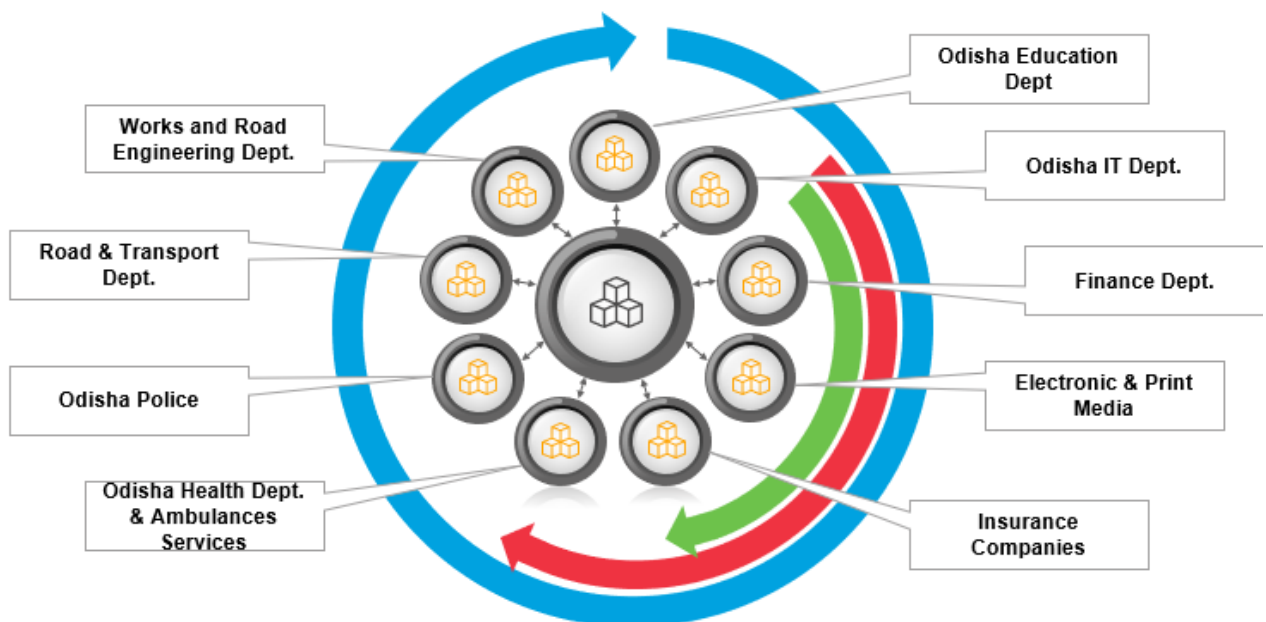


2. INTRODUCTION

The Government Of Odisha has taken a number of steps under 4 Es namely: Education, Enforcement, Emergency Care, Engineering for reduction of fatalities in the State from road accidents..

New technologies have the potential to improve vehicle safety, assist drivers to avoid crashes and increase the range and effectiveness of speed enforcement. Considering all these advancements, the Government of Odisha has also been taking measures to continuously improve the Driving Licensing system to help protect new learner drivers and motorcyclists.

The Decade of Action for Road Safety, 2011–2020 was officially proclaimed by the United Nations General Assembly in March 2010. Its goal is to stabilize and reduce the forecast level of road traffic deaths around the world. It is estimated that 5 million lives could be saved on the world's roads during the decade. Therefore, the vision of this Action Plan aims to reduce fatalities by at least 50 per cent in a period of 5 years. These efforts are being led by the Department of Commerce & Transport at State level in collaboration with key road safety stakeholders namely Odisha Police, Road owning departments like NHAI, NH under State PWD, PWD, H & F W Department, H & U D department, Education Departments, Excise Department and NGOs working in the field of road safety.



Under the banner of the United Nation’s Decade of Action for Road Safety (2011 – 2020) has gained prime importance globally. In India, the Hon’ble Supreme Court has set up the Supreme Court Committee on Road Safety (SCCRS) during the year 2014 under the Chairmanship of Justice K S Radhakrishnan, Retd. Judge of Supreme Court for taking forward this initiative. This Committee is issuing directions to take up various road safety measures to promote Road Safety in India by instructing the States / UTs to focus on these initiatives and submit their reports under the title Road Safety Action Plan (RSAP) as outlined by the Ministry of Road Transport & Highways, Government of India, vide its D.O. No. RT-25035/51/2013-RS dated 1st November 2013.

3. BACKGROUND

Road Safety has been given the utmost importance by the Government of Odisha. The subject of Road Safety cuts across various departments viz. Transport Department, Home Department, Road owning Departments, Education Department, Health & FW Department, H & U D department, Excise Department etc. State Road Safety Council has been constituted under the Chairmanship of Hon’ble Minister, Commerce & Transport, Odisha at the State Level. Similarly, the Lead Agency on Road Safety is functioning under Chairmanship of Transport Commissioner to review the status of various initiatives by different departments regarding road safety.

Going by the current trend of fatalities, it is necessary for the Govt. of Odisha to act quickly to reduce this serious problem. The Government of Odisha (GoO), has designed a plan of action to upgrade major roads in the State and improve the institutional capacity to manage the road sector. In recent years, good roads are being constructed for faster movement of people from one place to another within a very short period. There is increase in vehicular traffic. Also road accidents are soaring high.

Statement showing year wise growth of motor vehicles during the last five years beginning from 2015 across Odisha and number of deaths and grievous injuries due to road accidents during the same period are given below:

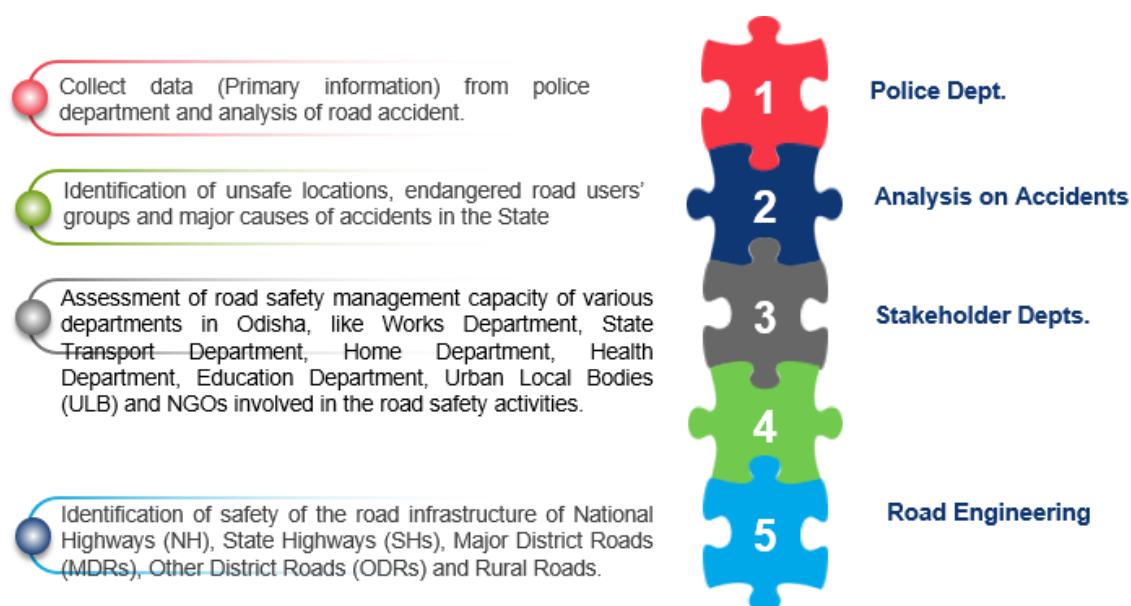
Year	No of New Vehicles Regd	No of Deaths	No of Injury	Persons Killed Per 100 Accidents
2015	516789	4303	11825	40.8

2016	614762	3701	11312	42.4
2017	724286	4790	11415	44.1
2018	856950	5315	11794	47.1
2019	811351	5333	11177	48.2

Source: STA, CID & CB, Odisha.

SCOPE OF WORK

The major activities to be carried out are as follows:



4. THE INTEGRATED ROAD SAFETY ACTION PLAN (IRSAP)

In Odisha, road accidents constitute a major economic and social crisis apart from being a significant health hazard. It is the leading cause of all unnatural deaths in Odisha. It is a major drain on the economy of Odisha and it absorbs huge resources of Odisha's health sector, which has more pressing concerns like dealing with other routine and contagious diseases.

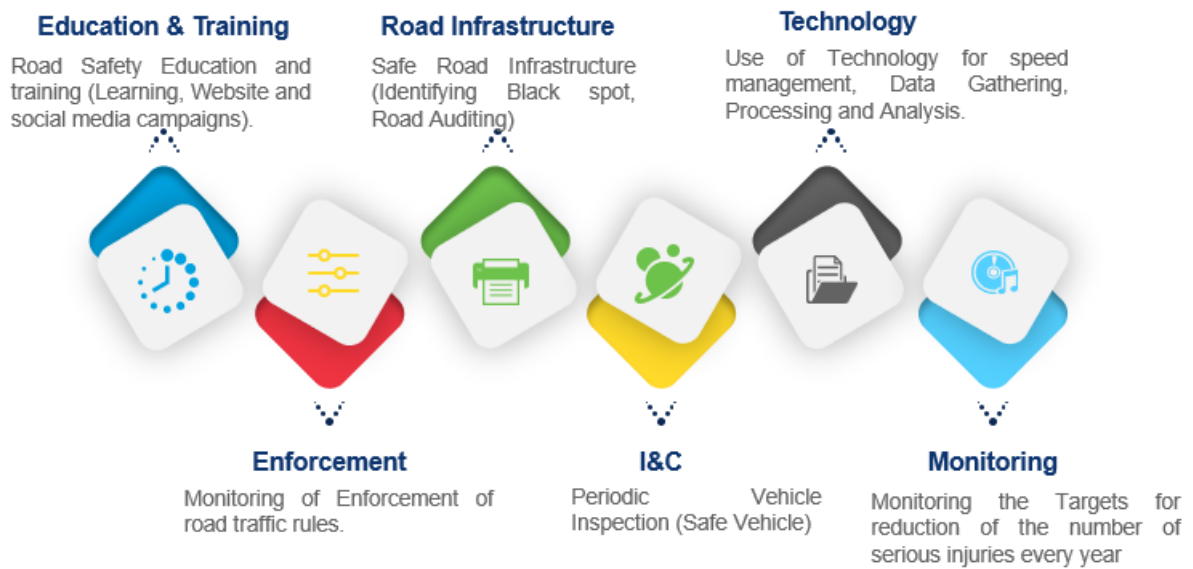
The IRSAP include different short, medium and long-term action points for the stakeholder departments – Works, Home, Commerce & Transport, Education and Health – to act upon the guidance of the proposed State Road Safety Council. The IRSAP will act as a business plan for the State Road Safety Council and can be used as guideline to implement various initiatives in the State to improve road safety.

5. OBJECTIVE AND TARGET

Road crashes are caused by one or more of: driver error, engineering / road quality error, vehicle error (mechanical problems) and administrative error. To work towards the vision, Transport Department will address the crash causes by:

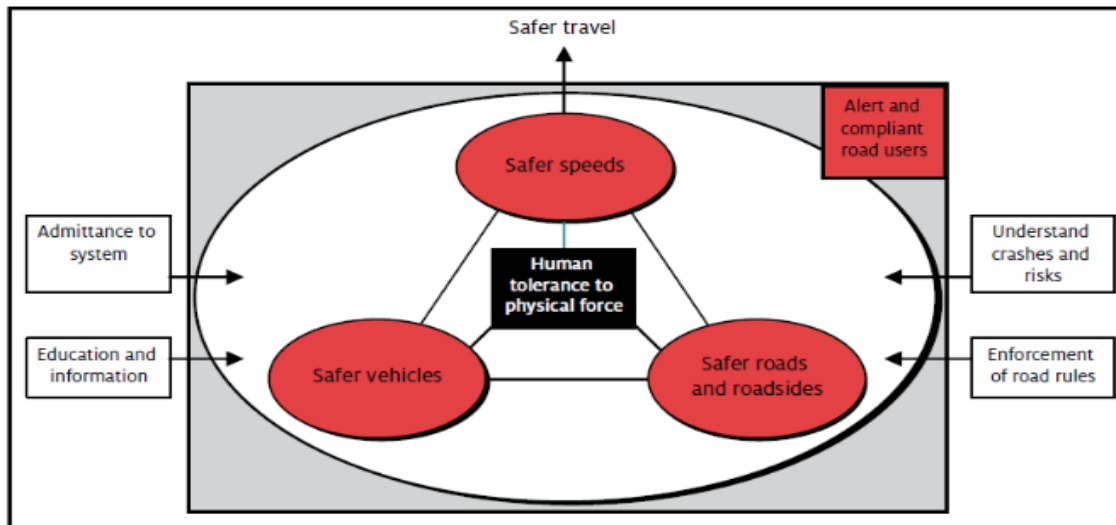
- Reducing driver error by educating people, ensuring stringent driving test and enforcing laws
- Making roads as safe as possible by conducting road safety audit redesigning the roads, identifying black spot and rectifying them.
- Educating society about vehicle safety requirements and ensuring stringent inspection of Transport vehicles during Fitness Test.
- Making the Trauma Care Centres functional and effective.

STA will work towards achieving a transport network free of road deaths and serious injuries by:



The aim for a safety system is to combine Safer User, Safer Vehicles, Safer Speeds and Safer Roads and plan to reduce the incidence and consequences of

crashes.

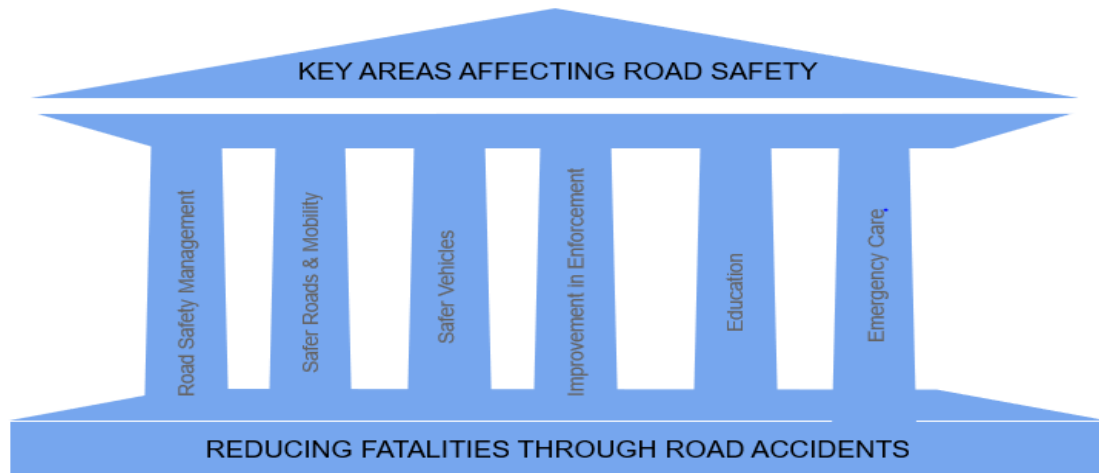


6. A Safe System Approach

The key objective of Integrated Road Safety Action Plan is to promote safety on roads and reduce accidents across the State. The Supreme Court Committee on Road Safety (SCCRS) has instructed the State Governments to take up several measures to reduce the fatalities in a planned manner. The Government of Odisha has assigned the actions of road safety to various stakeholders within the State. The stakeholders are defining their respective concerns and actions in stages, like initial and final remedial measures to improve road safety and provide better infrastructure of roads to the commuters.

The report is to review initiatives, actions, commitments and achievements against targets on the “Six Pillars” on Road Safety as prescribed by MoRTH guidelines.

The Action Plan has been developed to address the following 6 key areas affecting road safety.



The action areas involved are from many different disciplines and Government Departments which would need a wide range of approaches. Therefore, a list of actions was developed for major stakeholder departments –

- Transport Department /RTOs,
- Home Department/Police,
- Works Department, NHAI,
- Housing & Urban development Department / Urban Local Bodies,
- Health Department and
- Education Department

To act in a phased manner to achieve the improvements in the above six key areas for sustainable improvements in road safety in Odisha.

The brief tasks assigned against each Pillar are as follows:



Pillar No. 1 Road Safety Administration:

The pillar that Road Safety administration to focus on the following:

- Set up Lead Agencies
- Development of Action Plan
- Create Road Safety Fund
- GIS based Accident Recording System
- Accident Investigation and Research
- Third Party Audit of driving schools, etc.

Pillar No. 2 Road Design and Engineering:

The main objective of this pillar is to focus on the following:

- Implementation of design standards set by the Indian Road Congress (IRC),
- Improvement of road markings and signs,
- Implementation of Road Safety Audit,
- Elimination of high risk stretches (black spots),
- Lighting,
- Removal of Black Spot issues
- Removal of dangerous road side objects,
- Training of road safety engineers etc.

Pillar No. 3 Safer Use of Vehicle

Pillar 3 covers safer use of vehicles and covers the following:

- It gives an account of inspection and certification of vehicles,

- Audit of vehicle inspection centres,
- Legislative reforms etc.

There are other issues pertaining to this pillar which have been addressed while preparing this Road Safety Action Plan.

Pillar No. 4 Enforcement of Traffic regulations:

This Pillar covers the Enforcement of Traffic Regulations and covers the following:

- Ensure use of Road Safety Devices such as Helmets and Seat Belts,
- Enforcement of Speed Limits,
- Penalize Dangerously Parked Vehicles,
- Enforcement on Drunken Driving, Using Mobile Phone While Driving, Over Loading etc.
- Removal of Encroachments on roads etc.

There are other issues which have been addressed while preparing this Road Safety Action Plan.

Pillar No. 5 Road Safety Education:

Pillar 5 is on Road Safety Education which focuses on the following:

- Review and Research of Road Safety Education,
- Drivers Training
- Implement Road Safety Education (RSE) pilot projects in rural area,
- Development of Road Accident Curriculum (RAC),
- Improvement and Inclusion of Road safety as topic in Teachers' Training programme,
- Community Education etc.

Pillar No. 6 Emergency & Trauma Care:

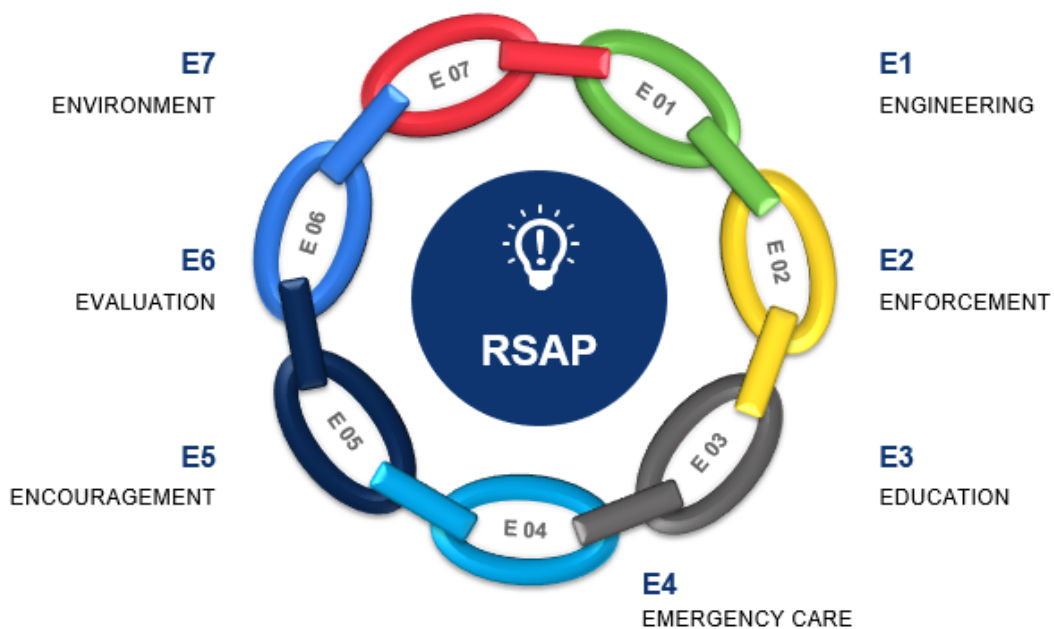
Pillar no 6 covers the Emergency Care, which focuses on the following:

- Upgradation of Trauma Centre Facilities with effective manpower.
- Upgradation of Deficient Emergency Services,
- Crash Rescue Vehicles,
- Regular Training for First Aid,
- Training Emergency Technicians and Doctors and
- Training of Heavy Motor Vehicle Drivers in First Aid.

The Government of Odisha in Commerce & Transport Department and the Lead Agency on Road Safety shall monitor the implementation and progress of the above 6 Pillars regularly and take remedial measures as deemed appropriate.

7. STAKEHOLDER ENGAGEMENT

The Integrated Road Safety Action Plan (IRSAP) primarily deals with 7 E's, namely



8. ORGANIZATION PILLAR FOR ROAD SAFETY

The Government of Odisha abiding by the instructions of the Supreme Court Committee on Road Safety has constituted different committees for considering the matters of Road Safety at various levels. Described below are the structures formed to drive the road safety in the State of Odisha:

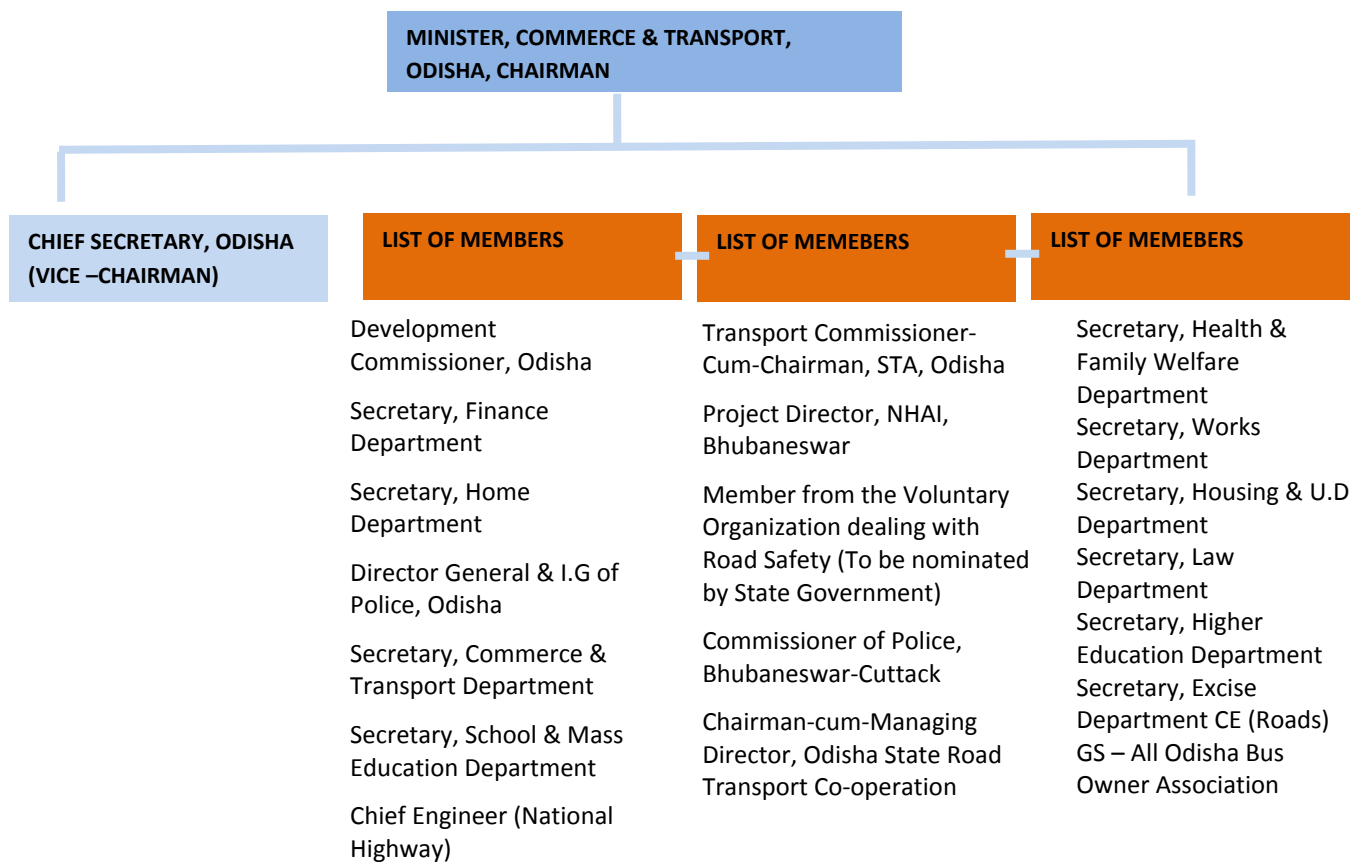
8.1 State Road Safety Council

In exercise of the power conferred by sub-section (2) and Sub-section -4 of section 215 of Motor Vehicles Act, 1988 (59 of 1988), the State Road Safety Council has been constituted in the State under the Chairmanship of Hon'ble Minister Commerce & Transport. The Chief Secretary is functioning as the Vice- Chairman of the Council. The Council shall:

Advise on all matters pertaining to planning and coordination of Policies, practices, standards of safety in the road transport sector.

The Council will hold its meeting at least twice a year.

The following chart describes the structure of the **State Road Safety Council**:

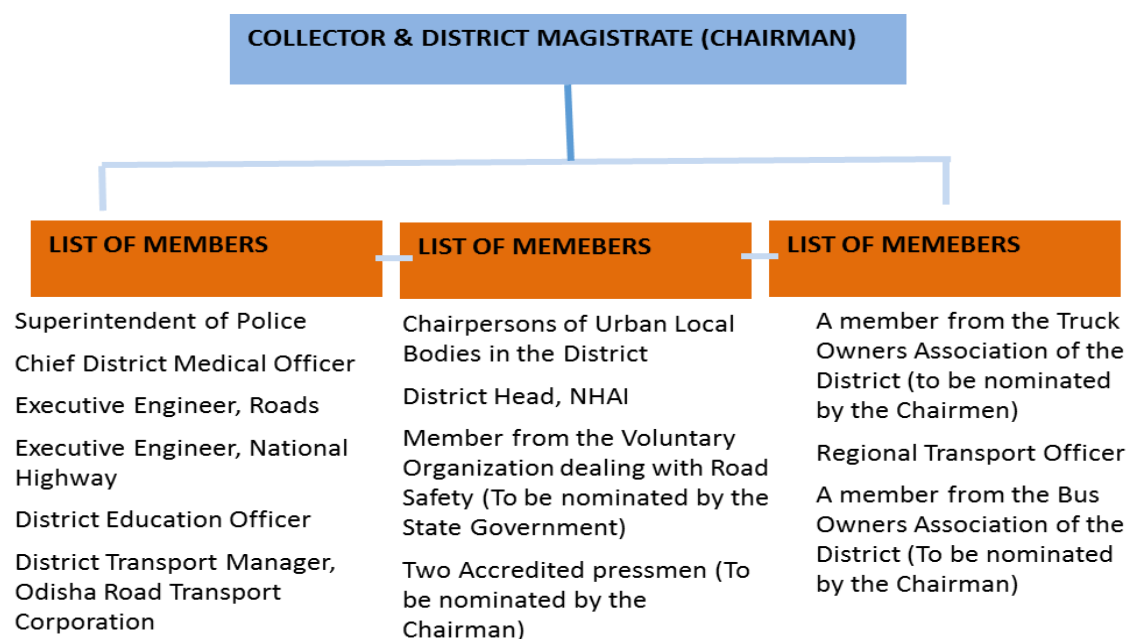


8.2 Road Safety Committee at District Level

In exercise of the power conferred by sub-section (3) of section 215 of Motor Vehicles Act, 1988 (59 of 1988), the District Road Safety Committee has been constituted in each District under the Chairmanship the Collector & D.M. of the District. The Committee shall:

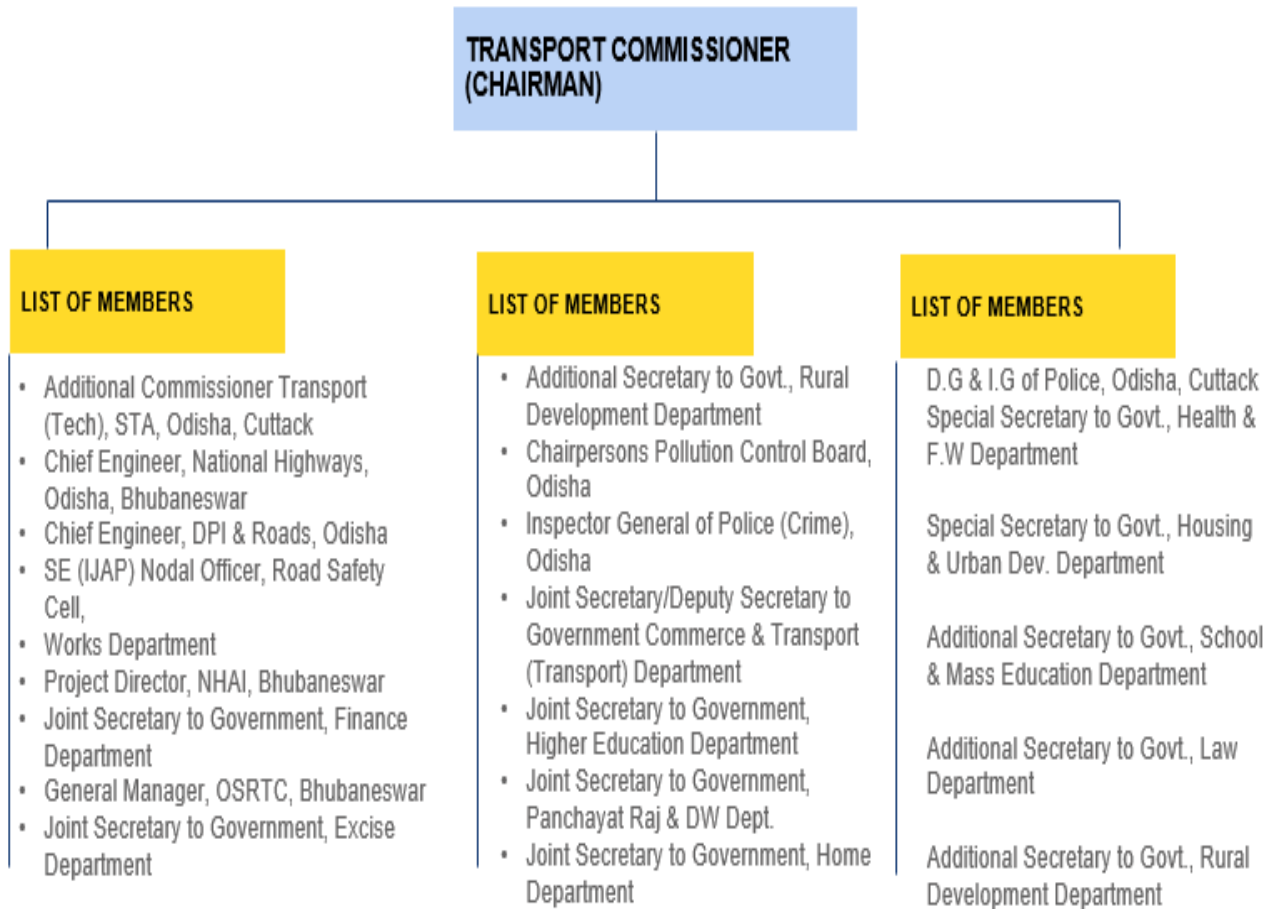
Advise on all matters pertaining to planning and coordination of Policies, practices, standards of safety in the road transport sector.

The following chart describes the structure of the **District Road Safety Council**:



8.3 Lead Agency

In pursuance of the directions of Supreme Court Committee on Road Safety on 23-12-2014, 24-11-2016 and 28-03-2018 and the order dated 30-11-2017 of the Hon'ble Supreme Court in W.P(C) No. 295 of 2012, the State Government do hereby reconstitute the "Lead Agency" with Members/Officers from different Departments/Offices to act as Secretariat of the State Road Safety Council and Co-ordinate all activities relating to road safety in the state. However, the said agency can co-opt any other member from other Departments/Agencies.



The various departments involved in the road safety activities in the state have their respective designated Officers who shall provide inputs and implement measures to improve the current road safety scenario as per the targets set for their respective departments.

8.4 District Level Road Safety Monitoring Committee”

- Additional District Magistrate – Chairman
- Regional Transport Officer - Member Convenor
- Add. Dist. Medical Officer - Member
- Deputy Superintendent of Police – Member
- Executive Engineer (R&B) – Member
- Dist. Education Officer - Member
- IMV / Jr. IMV - Member

The Committee shall:

Ensure that, each accident spot involving fatalities and grievous injuries is jointly visited by a **Technical Team**. The Committee will monitor implementation of the remedial measures / interventions suggested.

8.5 Road Safety Cell

A dedicated Road safety Cell has been set up in the office of each stakeholder Department. The Road Safety Cell play the Vital role for preparing the Road Safety Plan, setting out road safety objectives and identifying initiatives to meet them, identifying and managing resources and developing inter-agency working relationships where appropriate. The key components that together create an effective Road Safety Plan.

9. Road Safety Policy and Targets of Accident Reduction

The top ten leading causes of death which had been researched by WHO during the year 2008 projected alarming figures for Road Accidents.

Projected changes in the ten leading causes of burden of diseases in 2004 and 2030					
2004 Disease or injury	As % of total DALYs	Rank	Rank	As % of total DALYs	2030 Disease or injury
Lower respiratory infections	6.2	1	1	6.2	Unipolar depressive disorders
Diarrhoeal diseases	4.8	2	2	5.5	Ischaemic heart disease
Unipolar depressive disorders	4.3	3	3	4.9	Road traffic accidents
Ischaemic heart disease	4.1	4	4	4.3	Cerebrovascular disease
HIV/AIDS	3.8	5	5	3.8	Chronic obstructive pulmonary disease
Cerebrovascular disease	3.1	6	6	3.2	Lower respiratory infections
Prematurity and low birth weight	2.9	7	7	2.9	Hearing loss, adult onset
Birth asphyxia and birth trauma	2.7	8	8	2.7	Refractive errors
Road traffic accidents	2.7	9	9	2.5	HIV/AIDS
Neonatal infections and other	2.7	10	10	2.3	Diabetes mellitus
Chronic obstructive pulmonary disease	2	13	11	1.9	Neonatal infections and other
Refractive errors	1.8	14	12	1.9	Prematurity and low birth weight
Hearing loss, adult onset	1.8	15	15	1.9	Birth asphyxia and birth trauma
Diabetes mellitus	1.3	19	18	1.6	Diarrhoeal diseases

Source: WHO, 2008

Change in rank order of Disability-adjusted life year (DALYs) for the 10 leading causes of the global burden of disease. The above graph shows the prediction of rank of road accidents as a killer of a human being will change from position number 9th to position 3rd in the world.

10. IMPLEMENTATION:

10.1 The action plan contains concrete measures that must be transformed into actions. The measures cover the full area of road safety, such as human behaviour,

enforcement, infrastructure- and vehicle- safety and post-accident care. All measures should consider the specific situation and consider best practices from other countries.

10.2 The action plan consists of 12 priority areas.

The priority areas are the following:

- Administrative Initiatives
- Traffic education and campaigns
- Driver education, training and licensing
- Enforcement
- Children and young road user
- Elderly road user
- Pedestrians
- Bicycle, Mopeds and Motorbikes
- Lorries and busses
- Post-Accident care
- Infrastructure
- Vehicle safety

10.3 The document lists actions which are aimed at reducing accidents to improve the road safety in the State, by addressing the following aspects:

- Interdepartmental coordination and management for road safety
- Road crash database system
- Safe planning and design of roads
- Improvements in hazardous locations
- Traffic police and law enforcement
- Road traffic legislation
- Road safety publicity and campaigns
- Road safety education for children
- Emergency trauma care for crash victims
- Driver training and testing
- Vehicle safety standards and testing
- Road safety research
- Funding for road safety
- Accident Monitoring System

PILLAR -1. ROAD SAFETY MANAGEMENT: INSTITUTION AND CAPACITY BUILDING

SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
1.	Setting up of State Road Safety Council (SRSC)	Different Departments of the Govt.	Not applicable	<ul style="list-style-type: none"> State Road Safety Council has been constituted under the Chairmanship of Hon'ble Minister Commerce & Transport vide notification no 5018 dated 22.07.2017 of Commerce & Transport Department. As notified, the meeting of the Council will be held at least twice in a year. 	Every year minimum two meetings of the Council to be held.	
2.	Setting up of District Road Safety Committees	Different Departments of the Govt. at the district level	Not applicable	<ul style="list-style-type: none"> District road Safety Committees have been constituted in all the 30 districts of the State. Directions have been issued to hold the meeting of the DRSC at least once in every month. 	Specific target for holding number of meetings has been assigned to each District.	
3.	Parliamentary Constituency Committee for Road Safety:	Different Departments of the Govt.	Not applicable	<ul style="list-style-type: none"> As per the notification of the Ministry of Road Transport and Highways dated 30.08.2019, Parliamentary Constituency Road Safety Committee in each district has been formed with the Senior most MP as Chairman. 	The Committee will meet at least once in a quarter or as decided by the Committee	

SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
4.	District Level Road Safety Monitoring Committee (DRSMC)	Different Departments of the Govt.	Not applicable	<ul style="list-style-type: none"> DRSMCs have been constituted in each district under the Chairmanship of the Addl. District Magistrate. The Committee will co-ordinate with different Department at the District level and analyse the cause of occurrence of accidents. 	The DRSMC will hold its meeting at least once in a month.	
5.	Establish/Designate a Lead Agency On Road Safety at the State Level with resources and authority to implement measures.	Different Departments of the Govt like: Home, H & FW, H & UD, School & Mass Education, Law, R.D. Commerce & Transport, Higher Education, P.R. & DW, Excise, Road Owning Departments	<ul style="list-style-type: none"> Not applicable 	<p>Lead Agency has been constituted in the State under the Chairmanship of Transport Commissioner.</p> <p>Fulltime staff for the Lead Agency have been created. Following staff have been posted in the Lead Agency:</p> <ol style="list-style-type: none"> Joint Commissioner Transport (Road safety) Road Safety Engineer Emergency Care Officer Education Officer Enforcement Officer Asst. Director <p>In addition to this support staff to be provided also.</p> <p>District Level: At District level one Jr. Motor Vehicles Inspector has been declared as the Road Safety Officer.</p>	<ul style="list-style-type: none"> The Lead Agency acts like the Secretariat of the State Road Safety Council. Time to time the Lead Agency will meet to discuss about the directions of the Supreme Court Committee on Road Safety and decisions taken in the meeting of State Road Safety Council. 	

SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
6.	Setting up and allocation of road safety fund. Part of fines collected to go to Road Safety fund	Transport Department, Finance Department and Home Deptt.	20% of the fines are allocated as Road Safety Fund	<ul style="list-style-type: none"> Road Safety Fund has already been created in the State since the year 2015-16. 20% of the fines collected in the year from various MV offences are placed as road safety fund in the next year. This fund is non-lapsable. There is a Road Safety Fund Management Committee functioning under the Chairmanship of the Principal Secretary, Commerce & Transport Department. 	<ul style="list-style-type: none"> 20% of the fines collected in the year from various MV offences are placed as road safety fund in the next year. This fund is non-lapsable. 	
7.	Set up Accident Recording system: The system of automated GIS based accident recording should be strengthened	Transport, Police Road Owning Departments H & FW Department	Not applicable	<ul style="list-style-type: none"> To ensure 100% reporting of all grievous and fatal road accidents across the State, an application Road Accident Management Information System (RAMIS) has been introduced. This system integrates all the stake holding Departments i.e., Transport, Police, Road Engineering and Health & FW. All the fatal accident spots are jointly being visited by the representatives of Police, Transport Department and Road Owning Authorities. 	The MoRT&H has developed an application i.e. Integrated Road Accident Database (iRAD) which will be implemented throughout the country after training to States. The State Government will switch over to the iRAD in due time.	
8.	Third party audit of driving schools by CIRT, IDTRs	Transport Department	Rs. 6.00crore per annum.	NABCONS has been engaged to conduct 3rd party audit of driving training schools.	75 LMV Institutes and 13 HMV Institutes	64 LMV Institutes and 13 HMV Institutes

PILLAR 2: SAFER ROADS AND MOBILITY

SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
1	<p>The design standards for Indian roads are contained in the codes of practice and standards of the Indian Roads Congress. Detailed instructions in this regard were issued by the Ministry of Road Transport and Highways vide their circular No. RW/NH-35072/04/2004-S&R(R) dated. 27th April 2010. No estimate should be sanctioned by the State Government unless the recommended provisions have been included.</p>	Road Owning Authorities	Available resources will be utilised	<p>NHAI: Indian Roads Congress has published 3 manuals for improvement of NH to 2-lane / 4- lane / 6-lane standards for National Highways. All NHAI projects are being designed and developed according to the said manuals.</p>	The instructions issued from time to time are being followed	The instructions issued from time to time are being followed
				<p>DPI & Roads: Prevailing IRC Codes and MoRTH Specifications / Guidelines, issued time to time, are followed during design, construction and maintenance stages of project roads. Estimates are being prepared, checked and approved duly looking into the stipulations of relevant IRC Codes, Specifications and MoRTH Guidelines.</p>	The instructions issued from time to time are being followed	The instructions issued from time to time are being followed
				<p>NH wing of State PWD: DPR and estimates are prepared & checked in consonance with IRC codes & specifications before submission to MoRT&H for approval of any project. During execution the same is being ensured by the consultants appointed for the said project & the Field engineers of the Department.</p>	The instructions issued from time to time are being followed	The instructions issued from time to time are being followed

SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
2.	Improving road marking and signages: All state highways and other roads should have signs and road markings as per IRC standard.	Road Owning Authorities	Available resources will be utilised	<p>NHAI: The signage's and road markings are being provided on the completed sections of National Highways as per IRC- 67 and IRC- 35 respectively. The missing locations of signs and markings, as and when identified, are attended on priority. In section of National Highways where projects are on-going, signs and markings are being provided as per IRC-55.</p> <p>DPI & Roads: Instructions have already been issued by CE, DPI & Roads to field Engineers of (R &B) divisions formandatory provision of Road Safety items. Particularly in respect of signages and road markings, IRC 67 & IRC 35 are being followed, respectively. The deficiencies as and when noticed, are being addressed during implementation and repair/ maintenance stage.</p> <p>NH wing of State PWD: Every on-going project has the provision for installation of new signages & road markings during execution as per IRC- 67 and IRC- 35 and similar provisions are there for maintenance of the same during O&M phase. At other locations it is provided on priority basis as and when identified.</p>	<p>This is an on-going process.</p> <p>This is an on-going process.</p> <p>This is an on-going process.</p>	<p>This is an on-going process.</p> <p>This is an on-going process.</p> <p>This is an on-going process.</p>

SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
3.	<p>Road Safety Audit (RSA) and Implementation of Recommendations: RSAs should be done on all state highways and other roads. Implementation of RSA recommendations by devising a safety measures plan should be put in place.</p>	Road owning Authorities	Available resources will be utilised	<p>DPI & Roads: SHs and MDRs: Road safety Audit: Total road length of SHs and MDRs is 6791kms. Audit of entire stretch of road completed.</p> <p>Implementation of Audit recommendations: Audit recommendations already implemented on 2600 Kms length of road.</p> <p>ODRs: Road safety Audit:By 2019-20, Road Safety Audit of 8527 Kms of ODRs completed out of total 16,527 Kms. Of road length of ODRs.</p> <p>Implementation of Audit recommendations: Out of 16,527 KMs of road, audit recommendations already implemented on 2500 KMs.</p>	<p>Completed</p> <p>Implementation of recommendations in 1500 Kms</p> <p>3000 Kms</p> <p>Implementation of recommendations 5000 Kms</p>	<p>Completed</p> <p>Implementation of recommendations in 2871Kms.</p> <p>5000 Kms</p> <p>Implementation of recommendations 9027 Kms</p>

SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
				<p>NH wing of State PWD: Road safety Audit:Road Safety Audit of total length of road i.e. 2946Kmscompleted</p> <p>Implementation of Audit recommendations: Audit recommendations already implemented on 820 KMs.</p>	<p>Completed</p> <p>Implementation of recommendations in 500 Kms</p>	<p>Completed</p> <p>Implementation of recommendations in 500 Kms</p>
				<p>NHAI: Road safety Audit:Out of the 1808 Kms of road length, Road Safety Audits such as design stage, Construction Stage and O&M stage has been completed for 1620 Kms. The Audits for remaining stretches shall be completed by Dec 2020.</p> <p>Implementation of Audit recommendations: The short term measures of the Audit recommendations are completed immediately when it is recommended and long term measures shall be completed by March, 2022.</p>	<p>Completion of Road Safety Audit of balance 188 Kms.</p> <p>Long-term measures for 367 Km stretch has been / will be completed by March 2021.</p>	<p>Long-term measures for 1338 Km shall be completed by March 2022. Remaining stretch shall be completed by March 2023.</p>

SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
4.	Eliminate high risk stretches- Black spots on state highways and other roads	Road Owning Authorities	Available resources will be utilized	DPI & Roads: 138 black spots identified as per the accident data for 2015-17 (Defects rectified at 108 Black spots) and 106 black spots identified as per the accident data for 2016-18.	Completion of Traffic calming measures on the remaining 30 black spots. Completion of Traffic calming measures on 56 black spots (as per accident data for 2016-18)	Completion of Traffic calming measures on remaining 50 Black Spots. After identification of black spots as per data of 2017-19, plan will be prepared for rectification.
				NHAI: Traffic calming measures such as installation of sign boards, rumble strips, road markings etc. has been completed at all the 223 locations as per the accident data of 2015-17. Based on the data for the year 2016-2018, 140 Black Spots identified. Out of 140 locations, traffic calming measures such as installation of sign boards, rumble strips, road markings etc. has been completed at 114 locations.	Completion of Traffic Calming measures at remaining 26 locations.	After identification of black spots as per data of 2017-19, plan will be prepared for rectification.
SI	Activity	Nodal Agency	Resources	Progress	Target for 2020-21	Target for 2021-22

No		and Other stakeholders	Required			
				<p>NH wing of State PWD:As per accident data of 2015-17, 47 Black Spots identified. Immediate traffic calming measures as per OM of MoRT & H on the 47 black spots have been provided. However, special Road Safety Audit of 29 locations out of these 47 locations have been completed.</p> <p>As per accident data of 2016-18, 29 Black Spots have been identified.</p>	<p>Completion of Special Road Safety Audit at balance 18 locations to be completed by October 2020. As per the audit recommendation, proposal will be framed and will be submitted by end December 2020. After Technical sanction and receipt of fund the work will be taken up in the next financial year.</p> <p>In case of 29 nos of identified black spots for 2016-18, the similar procedure will be taken and after Technical sanction and receipt of fund the work will be taken up in the next financial year.</p>	<p>After identification of black spots as per data of 2017-19, plan will be prepared for rectification.</p>
SI	Activity	Nodal Agency	Resources	Progress	Target for 2020-21	Target for 2021-22

No		and Other stakeholders	Required			
5.	Improvement of junctions on state highways and other roads	Road Owning Authorities	Available resources will be utilised	DPI & Roads: 3801 Nos. of junctions have been identified taking the merging / diverging roads into consideration. Traffic calming measures at 3765 Nos. of junctions have been completed.	Completion of traffic calming measures at balance 36 locations.	
				NH wing of State PWD: 2849, Nos. of junctions have been identified taking the merging / diverging roads into consideration. Traffic calming measures at 2808 Nos. of junctions have been completed.	Completion of traffic calming measures at balance 41 locations.	
				NHAI: Out of 1452 junctions identified, traffic calming measures completed at all the locations.	Completed	
6.	Removal of dangerous road side objects	Road Owning Authorities	Available resources will be utilised	DPI & Roads: To be identified in Joint Verification with concerned ULB / Municipal Authorities as and when required after completion of Road Safety Audit for removal of road side hoarding, encroachments, trees, road side objects and/ or as per the direction of District Road Safety Committees.	Whenever it will be identified, will be removed.	Whenever it will be identified, will be removed.
SI	Activity	Nodal Agency	Resources	Progress	Target for 2020-21	Target for 2021-22

No		and Other stakeholders	Required			
				NH wing of State PWD: Road side objects causing obstruction to line of sight, posing threat to vehicles sliding off from carriage way are removed as and when identified.	Whenever it will be identified, will be removed.	Whenever it will be identified, will be removed.
				DPI & Roads: Road side objects causing obstruction to line of sight, posing threat to vehicles sliding off from carriage way are removed as and when identified.	Whenever it will be identified, will be removed.	Whenever it will be identified, will be removed.
7.	Training for Road Safety: Engineers involved in planning, design, construction and operation of highways need to be trained on road safety. In addition, consultants, contractors and concessionaires also need to be trained.	Road Owning Authorities	Available resources will be utilised	NHAI: All the Engineers working under RO, NHAI, Odisha have been imparted with training on Road Safety.		
				Chief Engineer DPI & Roads / Chief Engineer, NH: 260 Road Safety Engineers to be imparted training on Safety Audit	100 Nos. OWD Engineers to be imparted the Road Safety Audit Training.	160 Nos. OWD Engineers to be imparted the Road Safety Audit Training.
Sl	Activity	Nodal Agency	Resources	Progress	Target for 2020-21	Target for 2021-22

No		and Other stakeholders	Required			
8.	Establish a specialist road safety unit to monitor and improve the safety of road network	Road Owning Authorities	Available resources will be utilised	NHAI: Special Road Safety units have been created in every office under NHAI.	Completed	
				DPI & Roads: Road Safety Cell of (R&B) wing of Works Department has been formed and is operational for road safety engineering activities.	Completed	
				NH wing of State PWD: Under CE, NH, Odisha, a Road Safety Cell has been constituted and is operational for various road safety engineering activities.	Completed	
9.	All state highways and other roads should have signs and road markings as per IRC standard.	Road Owning Authorities	Available resources will be utilised	NHAI: The signage's and road markings are being provided on the completed section of National Highways as per IRC specification. The missing locations of signs and markings, as and when identified, are attended on priority.	Continuous Process	Continuous Process
Sl	Activity	Nodal Agency	Resources	Progress	Target for 2020-21	Target for 2021-22

No		and Other stakeholders	Required			
				DPI & Roads: Instructions issued to field Engineers of for mandatory provision of Road Safety items. Particularly in respect of signages and road markings. The deficiencies, as and when noticed, are being addressed.	Continuous Process	Continuous Process
				NH wing of State PWD: Every on-going project has the provision for installation of new signages& road markings and similar provisions are there for maintenance of the same during O&M phase. At other locations it is provided on priority basis as and when identified.	Continuous Process	Continuous Process
10.	Vulnerable Road segments (other than Black Spots) and their rectification	Road Owning Authorities	Available resources will be utilised	DPI & Roads: Out of 193 Nos. vulnerable locations / stretches identified in the State, 72 nos of stretches / locations relate to CE, DPI &Roads. Safety Audit of vulnerable locations/ stretches are under progress in divisions. Due to lockdown for COVID-19 the progress has been delayed.	Safety audit of all 72 stretches / locations will be completed.	
Sl	Activity	Nodal Agency	Resources	Progress	Target for 2020-21	Target for 2021-22

No		and Other stakeholders	Required			
				<p>CGM, NHAI: 38 vulnerable locations/stretches belong to the roads under the RO Odisha. Safety Audit of 29 locations completed.</p> <p>Short term measures like installation of sign boards, rumble strips, repairing etc have been completed at all the 38 vulnerable locations/stretches.</p>	<p>Completion of safety audit of balance 9 locations.</p> <p>Long term measures as per the 4 laning /6 laningwork at all the identified locations shall be completed by March, 2022.</p>	
				<p>NH wing of State PWD: Out of 193 vulnerable road segments identified, 68 nos. are under the NH wing of State PWD. At those locations steps as suggested by the District Road Safety Committees have already been taken. Further, special Road Safety Audit completed.</p>		
11.	Speeding calming measures on Highways near inhabited areas			<p>DPI & Roads: Provided at 120 locations. up to 2019-20</p>	90 more locations	50 more locations
Sl	Activity	Nodal Agency	Resources	Progress	Target for 2020-21	Target for 2021-22

No		and Other stakeholders	Required			
				NH wing of State PWD: Action has already been taken to provide traffic calming measures in all habitable areas.	Action is also being taken to provide traffic calming measures in all on-going projects.	Action will be taken to provide traffic calming measures in all on-going projects.
				NHAI: Speed calming measure Signages as per IRC has been installed in 445 Km stretch.	Speed calming measure Signages as per IRC shall be installed in 236 Km stretch by March 2021.	Speed calming measure Signages as per IRC shall be installed in 993 Km stretch by March 2022. Remaining stretch shall be completed by March 2023.
12.	Providing truck lay bays and providing bus bays and bus shelters along state highways			DPI & Roads: Location for 25 truck lay bays and providing bus bays have been identified. Identification of 10 passenger shelters is under process.	Targeted to be completed by 2021-22.	
Sl No	Activity	Nodal Agency and Other	Resources Required	Progress	Target for 2020-21	Target for 2021-22

SI No	Activity	Nodal Agency and Other	Resources Required	Progress	Target for 2020-21	Target for 2021-22
		stakeholders				
				NHAI: 172 Bus Bays and 27 Truck lay byes have been completed.	195 Bus bays and 30 truck lay bays proposed to be completed by March 2021. Out of that 172 bus bays and 27 truck lay bays has been completed.	571 bus bays and 47 truck lay bays proposed to be completed.
				NH wing of State PWD: 50 nos. of Bus bays and 2 nos. of Truck lay bays completed.	25 Numbers of Bus Bays and 2 Numbers of Truck Lay byes to be completed.	25 Numbers of Bus Bays and 2 Numbers of Truck Lay byes to be completed..
13.	Wayside amenities for long distance drivers: Many accidents happen because long distance drivers do not have wayside amenities for rest and recuperation. There is urgent need to establish these amenities on roadsides at national and other highways because accidents generally happen due to fatigue and over week.			NHAI: 2 Nos. of Highway Nest Mini has been completed. For remaining 20, MOU was signed with OMFED for Construction, O& M. However, later OMFED denied for the same.	5 Nos. of Wayside Amenities are proposed (1 Constructed, 3 to be constructed through on going EPC Contract Agreement which shall be completed by June 2021 and 1 to be constructed through separate agency which is in bid stage at NHAI HQ)	
SI No	Activity	Nodal Agency and Other	Resources Required	Progress	Target for 2020-21	Target for 2021-22

SI No	Activity	Nodal Agency and Other	Resources Required	Progress	Target for 2020-21	Target for 2021-22
14.	Develop a model stretch of safe highway on an accident prone stretch and evaluate results.	Road Owning Authorities	Available resources will be utilised	NH wing of State PWD: Nabarangpur-Koksara andBaliguda-Khamangudastretches are developed as model corridors. NHAI: Tangi to Chandikhole developed as model stretch of road.	Chandili-Boriguma on NH-63 (Ch.Km. 0.000 to 41.055Km)	Mundamarai-Ratanpur on NH-59(Ch.Km.296.500 to 336.500 Km)
				DPI & Roads:	Sambalpur-Rourkela Stretch	Gudiapokhari to Pipili of Bhubaneswar- Puri stretch has been proposed to be developed as model stretch. Sohela-Nuapara Road(Biju Express way)
15.	Improve lighting on Highways near habitations	Road Owning Authorities	Available resources will be utilised	DPI & Roads: For providing street light at junctions and habitations, there was provision of Rs. 100.00 crore. In a Road Safety review meeting, it was decided to provide street light at priority locations. Accordingly, the District Road Safety Committees (DRSCs) have been asked to provide the list of priority locations. After receipt of locations from the DRSCs, the wok will be started.	After receipt of locations from the DRSCs, the wok will be started	

SI No	Activity	Nodal Agency and Other	Resources Required	Progress	Target for 2020-21	Target for 2021-22
		stakeholders		<p>NHAI: As per the IRC:SP:84 - 2014, the lighting arrangement shall be provided at toll plaza, rest area, Truck Lay byes and Bus Bays, grade separated structures, interchanges, ROB, flyover, PUP &VUP locations and built-up sections on the project highway both in the median of the main carriage way and on service road on either side.</p> <p>Out of the 38 Vulnerable locations/stretch, street lighting facilities are already provided at 5 locations/stretch and at another 4 locations, street lighting facilities are being made through separate agency. As per on-going contracts, there is provision of street lights at another 20 locations/stretch which shall be installed by the completion of the projects.</p> <p>At the remaining locations/stretch under constructions, Street Lighting facility shall be provided through the existing contractor as per Contractual Provision or through change of scope to the contract agreement by the end of construction timeline provided.</p>		

		stakeholders				
				<p>NH wing of State PWD: Field officials have been instructed to incorporate the provision of Street Lights during the formulation of the proposals in all future projects and initiate change of scope proposal for providing the same for all 16 nos. of on-going projects.</p>		

PILLAR 3: SAFER VEHICLES

SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
1.	Safety of in-use vehicles- Inspection and certification (I&C) Centres: The State Government should identify the agencies to carry out setting up, operations and monitoring of inspection centres such that no vehicle is registered/re-registered unless it possesses a valid vehicle inspection certificate.	Transport Commissioner	Rs.75.00 crore	Construction of One Centre at Cuttack is completed. Land acquired and developed for 3 more centres at Ganjam, Bhubaneswar and Rourkela	Three more locations will be automated by December, 2022.	
2.	Auditing vehicle inspection Centres: I&C programmes are often associated with fraudulent practices and corruption and the state transport department would have to outsource auditing of such centres to renowned automotive testing centres like Automotive Research Association of India (ARAI). Service deterrent action should be initiated against offenders.	Transport Commissioner	Own Source	After the Centres are set up, steps will be taken for conducting audit with the support of Government approved Agencies.		
SI No	Activity	Nodal Agency and Other	Resources Required	Progress	Target for 2020-21	Target for 2021-22

SI No	Activity	Nodal Agency and Other	Resources Required	Progress	Target for 2020-21	Target for 2021-22
3.	Maintenance Programme: Facilities for maintenance need to be developed for vehicles diagnosed with faults during inspections.	Transport Commissioner	Not required	Garages already selected for Cuttack I& C Centre. In other districts, after construction of the I& C Centers Garages will be selected. Garages will be selected in each district for diagnosis of fault of vehicles and rectification after I & C Centres are set up in each district.		
4.	Legislative reforms: The validity for the fitness certificate, details of parameters to be checked including items of safety and environment and a code of practice need to be amended /incorporated.	Transport Commissioner	Not required	The provisions are already there in the CMV Rules, which is under the jurisdiction of MoRTH, Govt. of India. The guidelines in this regard as stipulated by the MoRT&H are being followed in the State.	Continuous Process	Continuous Process

		stakeholders										
5.	Human Resource Development: Training modules need to be developed targeting staff, attendants, inspectors, auditors and mechanics.	C & T Department, Works Department	Out of existing fund allocated	<ul style="list-style-type: none"> The Staff working under the State Transport authority are being allowed training sponsored by MoRT&H and other organisations. Training on First-aid was imparted to all the RTOs, all IMVs, all Jr. MVIs, all Traffic Inspectors / Sub-Inspectors. Time to time refresher training programmes being organised in the State to train personnel of OMVD, Police, Doctors, students & Teachers. Training modules are there for the Drivers both in LMV and HMV category. Heavy vehicle drivers are being imparted refresher training at their own cost. The Sub-Inspectors of the Motor Vehicle Department have been trained in the State Police Academy. <p>Training Calendar for the Road Safety Engineers is placed below:</p> <p>State PWD:</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Total Certified</th> </tr> </thead> <tbody> <tr> <td>2020-21</td> <td>100</td> </tr> <tr> <td>2021-22</td> <td>160</td> </tr> </tbody> </table>	Year	Total Certified	2020-21	100	2021-22	160	Continuing	Continuing
Year	Total Certified											
2020-21	100											
2021-22	160											
SI	Activity	Nodal Agency	Resources	Progress	Target for	Target for						

No		and Other stakeholders	Required		2020-21	2021-22
6.	Compulsory installation of GPS in Commercial vehicles:	Transport Commissioner		<ul style="list-style-type: none"> MoU for fitment of GPS in Commercial vehicles will be signed with the MoRT&H shortly. GPS has been installed in 500 buses of OSRTC. 	Implementation of Vehicle Location Device or GPS in Odisha will be started within one year.	
7.	To increase visibility at night reflective tapes be put as prescribed as per AIS 090 standards for 3 wheelers, Taxi, LCV, HCV and Buses. This should also be followed for Trucks, Trailers including Agriculture tractor, trailers. During annual fitness tests the Transport Department officials should verify this as per Rule 62 of CMVR.	Transport Commissioner	Not required	This has already been implemented in the State. Accordingly all RTOs have been instructed, which is being ensured at the time of fitness test of Transport vehicles and at the time of enforcement.	This is a continuous process	
8.	Under protection devices in trucks and buses should be fitted as required under rules and checked for the same. During annual fitness tests the Transport Department officials should verify this as per Rule 62 of CMVR.	Transport Commissioner	Not required	This is in force in the State and being ensured at the time of fitness test.	Continuing	Continuing
Sl No	Activity	Nodal Agency and Other	Resources Required	Progress	Target for 2020-21	Target for 2021-22

		stakeholders				
9.	Under CMVR Rule 104, AIS standards are prescribed for installation of mirrors on different category of vehicles. However, vehicles are not always complying with these, particularly the 3 wheelers where the side mirrors are positioned inside. During annual fitness tests the Transport Department officials should verify this as per Rule 62 of CMVR.	Transport Commissioner	Not required	Fitness of three wheelers are tested once in every year. The Inspector of Motor Vehicles / Jr. Inspectors of Motor Vehicles check fitment of mirrors as per the Motor Vehicle rules. Accordingly all RTOs have been instructed to strictly check this while testing fitness of such types of vehicles and furnish a monthly report to State Transport Authority.	Continuing	Continuing

PILLAR -4: IMPROVEMENT IN ENFORCEMENT OF TRAFFIC REGULATION; SAFER ROAD AND USERS

SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
1.	Enforcing use of road safety devices like helmet, Seat belt including seat belt in commercial vehicles	Police / Transport Department		Target for enforcement against violation of Helmet Law and Seat Belt law has been assigned to each S.P. / DCP. During 2019 7,30,987 Helmet Law violations and 73,781 seat belt law violations have been detected.	Helmet Law – 8,85,372 Seat Belt violation- 1,71,816	Enhance by 20% over the previous year
2.	Set and enforce speed limits including on National Highways	Police/ Transport Department		<ul style="list-style-type: none"> The Collectors have notified the stretch wise speed limits in their districts, which have been shared with the Road Owning departments for putting Speed Limit signages. RTOs has been directed to identify the possible high-speed stretches in their region. For enforcement against speed driving, a SOP for effective use of Interceptor Vehicles have been developed. All S.Ps. / DCPs have been given a target of detection of 33,700 Over speed cases against which 14,275 over speeding cases have been detected. All RTOs have been given a target of detection of 69,600 Over speed cases. Against the target 32,882 cases have been detected. It is also targeted to fix Speed limit boards at 1500 locations 	Enhancement by VCR target 25% over previous year's target	Enhancement by VCR target 25% over previous year's target
SI No	Activity	Nodal Agency and	Resources Required	Progress	Target for 2020-21	Target for 2021-22

		Other stakeholders				
Sl No	Activity	Nodal Agency and Other	Resources Required	Progress	Target for 2020-21	Target for 2021-22
3.	Penalize use of mobile phones by drivers			<p>Police: All S.Ps. / DCPs have detected 25,585 cases of using mobile phone while driving.</p> <p>All SPs and DCPs have also been directed to take stringent enforcement activities against the traffic violators and forward the DLs for 100% suspension of the DLs of the drivers which are liable for suspension</p> <p>RTOs:</p> <p>All RTOs have been given a target of detection 23,880 cases of using mobile phone while driving. 5790 cases of using mobile phone while driving have been detected by RTOs</p>	<p>Police: Detection of 1,54,140 cases of using mobile phone while driving</p> <p>RTOs:20% more than the previous year</p>	<p>Enhancement by 20% over the previous year target</p> <p>20% more than the previous year</p>
4.	Penalize dangerously parked vehicles on highways and other roads	Police / Transport Department		<ul style="list-style-type: none"> The SPs/ DCPs have been assigned a target for detection of 9250 vehicles, which are parked wrongly on Roads. The Enforcement officials of Transport Department have been assigned a target for issue of 1535 VCRs monthly against the drivers who wrongly / dangerous parked vehicles on the roads. 81728 cases have been detected by the Police for various offences like Violation of traffic signal/ red light jumping/ obstruction of road/ parking in no parking zone/ wrong side driving 	Enhancement by 10% over the target	Enhancement by 10% over the previous year target

SI No	Activity	Nodal Agency and Other	Resources Required	Progress	Target for 2020-21	Target for 2021-22
5.	Check overloading of commercial vehicles: install weigh –in-Motion facility, where required	Police / Transport Department	Own Source	<ul style="list-style-type: none"> All SsP&DCsP have detected 10,436 over load cases Transport Department have been assigned a target fo issue of 1540 VCRs monthly against the overloading cases. Instructions have been issued for seizer of the vehicle and off loading the excess load in case of detection of overload. As per direction of Supreme court Committee DL of offending drivers are being suspended in case of detection of overload. Portable Weighbridges have been provided to all RTOs for detection of overload. All Collectors have been instructed to file FIR against the companies allowing overload. 5085 Overloading cases have been detected by the RTOs All the RTOs have also been directed to take stringent enforcement activities against the traffic violators and 100% suspension of DLs of the drivers which are liable for suspension. 	<ul style="list-style-type: none"> Police: Detection of 1,03,500 cases. RTO: 15% increase over previous year target 	<ul style="list-style-type: none"> Enhancement by 15% over the previous year target RTO: 15% increase over previous year target

SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
6.	<p>Drunken Driving: Suspension of driving license and conviction under section 185 of MV Act. Section 185 of MV Rules states imprisonment as one of the punishments against drunken driving and under section 20 provides for suspension of driving licenses where there has been conviction under section 185. These provisions are not being adequately invoked by enforcement agencies before the concerned courts, which ought to be made use of.</p>	<p>Police / Transport Department</p>		<ul style="list-style-type: none"> • All SPs and DCPs have been given target of 7400 per annum for seizure of DL for driving under the influence of drugs / alcohol. • Transport Department have been assigned a target for issue of 1825VCRs monthly against the drunken driving cases. • 55,499cases have been detected by the police for driving under the influence of drugs / alcohol during 2019. • 3303 Drunken driving cases have been detected by the RTOs during 2019. • All the RTOs have also been directed to take stringent enforcement activities against the traffic violators and 100% suspension of the DLs of the drivers which are liable for suspension. • Adequate breathe analysers have been provided to the Enforcement Officials. • 1038 PRs against drunken drivers have been filed. 	<p>Enhancement by 25% over the target</p>	<p>Enhancement by 25% over the previous year target</p>

7.	<p>Issuance of driving licenses: It has been felt by all enforcement agencies that the present system of issuance of driving license is not up to the Mark. There is an urgent need to have a comprehensive test of the skills of applicants before driving licenses of any category is issued to the applicant.</p>			<p>The development of Computerised Driver Testing Tracks in 38 locations in the state of Odisha is under progress.</p> <ul style="list-style-type: none"> • Central Institute of Road Transport (CIRT), Pune has been appointed as the Project Management Consultant for establishment of Automated Driving Testing System (ADTS) on PPP mode in Odisha. • In the 1st phase, 18 driving testing tracks would be automated where construction has been completed. Rest of the locations will be taken up in the 2nd phase. • Presently, the DPR and RFP documents are being prepared by CIRT. However, due to COVID-19, the progress of this project is somehow delayed. 	<p>Computerised Driver Testing Tracks will be available in 18 locations in Odisha by March 2021 if COVID - 19 situation normalized.</p>	<p>10 more locations</p>
8.	<p>Digitization Driving licenses including legacy data</p>	<p>Transport Department</p>		<p>Digitization Driving licenses including legacy data has been completed in the State.</p>		
<p>SI No</p>	<p>Activity</p>	<p>Nodal Agency and Other stakeholders</p>	<p>Resources Required</p>	<p>Progress</p>	<p>Target for 2020-21</p>	<p>Target for 2021-22</p>

9.	Strict checking of overcrowded Passenger Vehicles: It is common experience in all major cities and towns that, commercial passenger vehicles are heavily overloaded which lead to frequent accidents with multiple deaths. In case of overloading of passenger vehicles, there should be provision of cancellation of permit. Presently, there is only a provision of fine which is no deterrence for checking of overloading of passenger vehicles.	Police/ Transport Department		<ul style="list-style-type: none"> • SsPs and DCPs have assigned a yearly target of 5750 for seizure of DL for carrying passengers in goods carriage or for overloaded passenger vehicles. • Transport Department have been assigned a target for issue of 1835 VCRs monthly against the cases carrying passengers in goods carriage. • As directed by the Supreme Court Committee steps have been taken for suspension of DL for carrying of passengers in goods carriages. During the year 2019-20, 1818 DLs have been suspended for this offence. 	Enhancement by 10% over the target	Enhancement by 10% over the previous year target
SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22

10.	Database of all Traffic violations: According to the provisions of MV Act, there is different punishment for first traffic rule violation and for subsequent offences. As most of the states do not have database of traffic rule violation prosecution, enhanced punishment is not possible for most of the traffic offences.	Police / Transport Department		<ul style="list-style-type: none"> • Suspension of DL is being entered in the SARATHI database. • e-challan system already implemented in the State with the provision of: Photograph of vehicle. Photograph of Driver Location details. Information on multiple offence 	Completed	Completed
SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22

11.	Use of Technology for interacting with road users: It is suggested that all public utility Department like Transport Department, Traffic Police must have constant interaction with road users. Similarly sharing of information through facilities like SMS alert service, 24X7 helpline can be effective instrument for improvement in road safety.	Transport Commissioner		<p>State Transport Authority has its FB Page and Twitter account, which gives updated information and road safety awareness information to the public frequently. STA's FB page has 15877 and Twitter account has 38837 followers.</p> <p>In addition to this, all the RTOs have also their websites, FB pages which they are using as a platform to create awareness on Road Safety among the general public.</p> <p>There is a Call Centre of Transport Commissioner with toll free no. 1800-345-1073.</p>	Completed	Completed
Sl No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	

12.	Modernizations of Traffic Management system in cities: with introduction of latest technology in traffic management like CCTVs, speed cameras, e-challans, red light cameras, variable messaging, Video analytics and other systems of intelligent traffic system, we can reduce dependence on manpower and can have an effective traffic management system.	Home Department	Own Source of Home department / Road safety fund	<ul style="list-style-type: none"> As per BPRD norms there is requirement of 1875 Traffic light systems, 2347 CCTV, 700 Breath Analysers, 215 Speed Detection Radar and 1455 barricades. The Berhampur Municipal Corporation has initiated for installation of Traffic Light System along with CC Camera integrated with a call centre for regulation of traffic and detection of violators.\ Bhubaneswar Municipal Corporation has implemented Traffic Regulation through electronics traffic light system and initiated for implementation of Intelligent Traffic Management System. 943 e-challan devices already in use for issue of e-challans. 	Completion of procurement of equipments as per the BPR&D norms within a period of Five years i.e. by 2023-24 <ul style="list-style-type: none"> There is plan to install CCTV surveillance system and speed detection radar on the stretch Khorda to Panikoiliand at some Inter-State border locations for detection of over speeding and other MV related violations. 	
SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22

13.	For proper enforcement of rules, the traffic police should be strengthened in numbers and if possible, a separate dedicated cadre may be constituted.			<p>1. At present 1666 number of manpower are available in various Districts for traffic regulation in the State. Similar number of Home Guards are also being utilized for traffic duties in addition to engagement of Student Traffic Volunteers at Nine places.</p> <p>Government of Odisha is placing heavy stress on technological up-gradation and modernizing the regulation of traffic in the light of wide spread and intensive technological innovation available today in place of having manpower intensive traffic regulation. Therefore, it has been decided to go for an annual creation of 500 Police personnel in various ranks for regulation of traffic over the next few years.</p>	To be implemented in a phased manner by way of annual creation of 500 Police personnel in various ranks for regulation of traffic.	
14.	Removal of liquor shops from highways	Excise Deptt.		All the liquor shops have been removed / relocated as per direction of the Hon'ble Supreme Court.	Completed	Completed
Sl No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22

15.	Start a model of good enforcement in one of the cities /accidents prone area and evaluate results	Home Department / C&T Department		<ul style="list-style-type: none"> The supreme Court Committee has directed to introduce Highway Patrol along all the NHS and SHs Rs. 10.00 crore placed with the State Police for implementation of Highway Patrol in selected 5 stretches. Highway Patrol already introduced in selected patches of the following 5 selected stretches: <ul style="list-style-type: none"> a. Bhubaneswar-Puri b. Jaleswar to Ichapuram c. Sambalpur to Sohela d. Sambalpur to Rourkela e. Manguli to Sambalpur 	Three more stretches to be included.	Three more stretches to be included.
16.	Remove encroachment from footpaths and roads	Police / Road Owning Authorities/ Housing Urban Development Department	Own Source	Encroachments need to be removed from footpaths and roads for safety of comuters	100 locations	200 locations

PILLAR 5: EDUCATION / AWARENESS:

Sl	Activity	Nodal Agency	Resources	Progress	Target for	Target for
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No		and Other stakeholders	Required		2020-21	2021-22
1.	<p>Development of RSE in school curriculum as part of a package on life/value education in the syllabus of classes –VI to X.</p> <p>To ensure that relevant road safety skills are taught to each age group in a structured way. School boards could develop their curriculum and plans in association with other part of the package, such as environment, consumer and health issues.</p>	School & Mass Education Department	Own source of S&ME Department	<ul style="list-style-type: none"> • Road Safety has been included in the curriculum of Class – V to IX. • Road Safety to be included in the curriculum of Class –X from the Year 2020-21. 	Completed	Completed
SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22

2.	Introduction of RSE pilot projects in rural areas. Areas where road accidents are a serious problem should be targeted first. Local expertise should be developed. Villages near National Highways and State Highways which are accident –prone should be selected under these pilot projects.	School & Mass Education Department, Transport Department, NGOs	Rs. 53.00 lakh	Road Safety already included in the curriculum of Teacher’s Training. The Teachers to create awareness among the local people. RTOs will take the support of Local Teachers and NGOs.	35 villages the first year	70 villages
3.	Improvement and inclusion in teacher training. Improvement and inclusion of road safety lessons in teacher training	School and Mass Education department.	Own source of S&ME Department	Road Safety Topic has already been incorporated in the curriculum of Teachers Training courses of D.El.Ed (Diploma in Elementary Education) under TE & SCERT, Odisha.	It is a continuous process	It is a continuous process
Sl No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	

4.	Awareness in Schools	School and Mass Education department.	Own source of S&ME Department	<ul style="list-style-type: none"> Road Safety Day to be observed once in a week. Painting, Quiz, Debate completion to be organized regularly among students on road safety issues. 	All the Schools to be covered. To be started immediately.	
5.	Introduction of community education initiative: To ensure road safety and other socially relevant messages reach children, who are unable to attend school on a regular basis, and to educate the community, the parents and older generations, community education programmes such as rallies, street plays, puppet shows etc. Need to be developed to be part of RSE.	School & Mass Education Department /Transport Department / NGOs	Rs. 14.00 lakh	Community Education Programmes to be conducted in road side villages with a target to train 3500 participants	3500 participants	3500 participants
Sl No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
6.	Show films on road safety in all	Transport	Rs. 70.00 lakh	<ul style="list-style-type: none"> Road Safety related fillers have been 	• Display	• Display of

	cinema halls and display hoardings regarding road safety at all important locations like Government Building, Railway Stations, Bus stations, Airport, etc.	Department.	per annum	<p>prepared and screened in most of the Cinema Halls of the State.</p> <ul style="list-style-type: none"> Road Safety related Hoardings have been displayed at important locations throughout the State. However it is a continuous process. 	of road safety spots will continue in cinema halls. Road safety related message will be displayed at 875 other locations.	road safety spots will continue in cinema halls. Road safety related message will be displayed at 1400 other locations.
7.	Media Sensitisation workshops: Promote media co-operation and participation to disclose the pathetic road scenario and highlight outstanding road safety initiatives through responsive and objective reporting.	Transport Department	Rs. 45.00 lakh	To promote media co-operation and participation to disclose the pathetic road scenario and highlight outstanding road safety initiatives through responsive and objective reporting media sensitisation workshops will be organised.	30 Workshops	60 Workshops
Sl No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
8.	Health Checkups: Periodic	Transport	It will be	During observance of the National Road	7000	8400

	eye/health checkups of drivers should be conducted.	Department, H & F W Department, NGOs.	conducted out of the funds provided during Road safety Week.	Safety, eye / health check-up camps are being organised by all the RTOs with the support of H & F W Department, Truck & Bus Owner's Associations.	commercial drivers per year.	commercial drivers per year
9.	The Supreme court of India has stressed that the victims of road accidents need to be provided medical aid in the first instance and thereafter only the procedural laws can operate. A detailed note in this regard was circulated to all State Governments vide No. RT-25028/2/2003-RSC dated. 9th September 2004 for wide publicity. The apex court has further directed that the doctors must not refuse treatment to an accident victim and that police should not harass good Samaritan, Hospitals and Police officials need to be sensitized on this issue. Instruction to be reiterated to all police personnel and registered doctors.			<ul style="list-style-type: none"> For protection of the Good Samaritans/by-standers, the Good Samaritan Policy has been notified by the Govt., of Odisha, in Commerce & Transport Department. For creation of awareness among general public, it was broadcast through FM Radio, print media. Features of the Policy are being screened through Cinema Halls. The salient features of the Policy have been published in the print media, All RTOs have been provided funds to give cash award of Rs.2000/- to each Good Samaritan. During observance of the 31st National road safety week, 75 Good Samaritans have been given cash award and felicitated in the District level functions. Salient features of the Policy were displayed at important locations. 	Publicity will be given at 875 locations	Publicity will be given at 875 locations
Sl No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
10.	Ensure Road Safety Week	State	Rs. 1.5 Crore.	Road Safety Week is being observed	1000	1000 locations

	activities every year. Involve RWAs, corporates, PSUs schools, Colleges, media	Transport Authority, RTOs, S.Ps / DCPs NGOs, Educational Institutes , media	Per annum	throughout the State by the RTOs and Police Authorities.	locations per year	per year
11.	Awareness campaign through Student Traffic Volunteers.	State Transport Authority, RTOs, S.Ps / DCPs	No extra cost (The activity will be taken up in addition to their duties)	<ul style="list-style-type: none"> • Student Traffic Volunteers have been engaged in 10 Police districts and in Commissionerate Police Bhubaneswar - Cuttack. • Total 810 STVs have been engaged in different Districts. • Awareness campaign will be taken up with the support of STVs 	The Scheme will continue	
12.	Traffic Awareness Van (Fitted with LED Screen and other accessories)	Transport Commissioner	Out of Road safety Fund.	Awareness vans to be procured (One vehicle for two RTOs)	By March, 2022	
13.	Road Safety Sensitization Centres:	Transport Commissioner	Out of Road Safety Fund.	Road Safety Sensitization Centres to be set up in each RTO. Existing infrastructure to be utilized. Materials for sensitization to be developed and supplied by the Transport Commissioner.	To be set up by March, 2021	

PILLAR 6: EMERGENCY CARE:

Sl No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
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1.	Up-gradation of Trauma Care Facilities at Govt. Health centres	H & FW Department	Own source	<p>A. Presently, there are Eight functional Trauma Care Centres in the State. Those are at:</p> <ol style="list-style-type: none"> 1. SCB MC Hospital, Cuttack- Level –I 2. MKCG MCH, Berhampur- Level –I 3. VSS MCH, Burla- Level-I 4. FM MCH, Balasore Level-II 5. DHH, Bhadrak- Level-III 6. DHH, Khurda- Level-III 7. RGH, Rourkela- Level-III 8. DHH, Puri- Level-III <p>B. Proposed 9 TCCs which were expected to be operational during March, 2019.</p> <table border="1" data-bbox="1003 719 1619 1209"> <thead> <tr> <th>Sl. No.</th> <th>Name/ Location of the proposed TCCs</th> <th>Level</th> </tr> </thead> <tbody> <tr> <td>Sl. No.</td> <td></td> <td></td> </tr> <tr> <td>1</td> <td>Capital Hospital, Bhubaneswar</td> <td>III</td> </tr> <tr> <td>2</td> <td>DHH, Angul</td> <td>III</td> </tr> <tr> <td>3</td> <td>DHH, Bargarh</td> <td>III</td> </tr> <tr> <td>4</td> <td>DHH, Jharsuguda</td> <td>III</td> </tr> <tr> <td>5</td> <td>DHH, Rayagada</td> <td>III</td> </tr> <tr> <td>6</td> <td>DHH, Nuapada</td> <td>III</td> </tr> <tr> <td>7</td> <td>SLNMC & Hospital, Koraput</td> <td>II</td> </tr> <tr> <td>8</td> <td>SDH, Rairakhole</td> <td>III</td> </tr> <tr> <td>9</td> <td>Chandikhole Standalone Unit</td> <td>III</td> </tr> </tbody> </table> <p>There are 30 Districts in the State. The Govt. has decided to open 25 more TCCs in the State excluding the 8 Functional TCCs (including the proposed 9 TCCs as</p>	Sl. No.	Name/ Location of the proposed TCCs	Level	Sl. No.			1	Capital Hospital, Bhubaneswar	III	2	DHH, Angul	III	3	DHH, Bargarh	III	4	DHH, Jharsuguda	III	5	DHH, Rayagada	III	6	DHH, Nuapada	III	7	SLNMC & Hospital, Koraput	II	8	SDH, Rairakhole	III	9	Chandikhole Standalone Unit	III	Operationalization of TCCs at least one in each district by March, 2021	
Sl. No.	Name/ Location of the proposed TCCs	Level																																					
Sl. No.																																							
1	Capital Hospital, Bhubaneswar	III																																					
2	DHH, Angul	III																																					
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6	DHH, Nuapada	III																																					
7	SLNMC & Hospital, Koraput	II																																					
8	SDH, Rairakhole	III																																					
9	Chandikhole Standalone Unit	III																																					

mentioned above). These will be functional within a period of three years. List of the 25 TCCS is indicated below:

Sl. No.	Name / Location of the TCCS	Level
1	SLN MC, Koraput	II
2	BBMCH, Balangir	II
3	PRM MCH Mayurbhanj	II
4	DHH, Angul	III
5	DHH, Keonjhar	III
6	SDH, Rairakhol	III
7	DHH, Jharsuguda	III
8	DHH, Rayagada	III
9	DHH, Nuapada	III
10	Capital Hospital, Bhubaneswar	III
11	Chandikhol standalone unit	III
12	DHH, Baragarh	III
13	DHH Boudh	III
14	DHH, Deogarh	III
15	DHH, Dhenkanal	III
16	DHH, Gajapati	III
17	DHH, Jagatsinghpur	III
18	DHH, Kalahandi	III
19	DHH, Kandhamal	III
20	DHH, Kendrapara	III
21	DHH, Malakanagiri	III
22	DHH, Nawarangapur	III
23	DHH, Nayagarh	III
24	DHH, Sonepur	III
25	CHC , Barabil	III

Sl No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
				mentioned above). These will be functional within a period of three years. List of the 25 TCCS is indicated below:		

2.	Deploy ambulances and crash rescue vehicles near accident prone spots on State highways	H & F W Department.	Own source	520 Ambulances under 108 Emergency Services are in operation in the State, which are used for shifting of road accident victims as well as for other types of patients.	Additional 84 to be inducted to the existing fleet	Manpower posting in TCF and strengthening of 9 TCF	
3.	Capacity building and regular training in first aid to the people who are near the highways like toll people, workers at shops and Dhabas, volunteers from neighbouring villages.	Transport Department, H & F W Department, NGOs	Rs. 47.50 lakh	Awareness camps are being organised by the RTOs in the villages nearer to Highways	Awareness camps will be organised in 175 villages	Awareness camps will be organised in 350 villages	
SI No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22	SI No

4.	Arrangements need to made to train emergency medical technicians and doctors with requisite skill in emergency response services. EMTs and Paramedics manning Ambulances must be particularly trained in Trauma Care.	H & F W Department	Rs. 70.00 lakh	Training on Trauma Management needs to be imparted to emergency medical technicians and doctors with requisite skill in emergency response services. EMTs and Paramedics manning Ambulances must be particularly trained in Trauma Care.	All the staff of 9 TCFs shall be trained.	Doctor Staff Nurse and paramedics
Sl No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
5.	As per the	Transport	Rs.14.00	Refresher Training being imparted to the drivers by	3500 drivers	3500

	Central Motor Vehicles Rules, the drivers of heavy motor vehicles are required to be trained in first aid trauma care and the vehicles equipped with first aid boxes.	Department / H & F W Department / NGOs	lakh	the RTOs, in which basic knowledge on First-aid is being imparted.		drivers
6.	Train State Transport Undertaking staff including drivers and conductors in first-aid.	Transport Department, OSRTC, Driving Training Institutes.	No additional cost required	During refresher training to drivers of Odisha State Road Transport Corporation, First-aid training is also being imparted.	Training will be imparted to all the Drivers by 2021-22	
Sl No	Activity	Nodal Agency and Other stakeholders	Resources Required	Progress	Target for 2020-21	Target for 2021-22
7.	Start a model of	H & F W	Own sourcel.	The stretch of Road Bhubaneswar –Cuttackis	One more stretch	Two more

	Emergency care on an accident-prone stretch and evaluate results.	Department, Police, Transport Department, Road Owning Authority	2. 3.	developed as a Model Corridor. 108 Ambulances, Ambulances of NHAI, Ambulances of private Hospitals are available on the stretch of Road Private Hospitals like Appollo and Amri, where free treatment for first 48 hours are being provided are located on this stretch of road.		stretches
8.	Integration of both Govt and Private Ambulances: The Supreme Court Committee desires that all the ambulances, both public and private should be brought under one common emergency number.	H & F W Department	EFC already done for 133 Cr. If required additional EFC shall be done.	EoI and RFP were floated to select the agency for integration of all ambulances under one Common Emergency Number. But the same was cancelled. It is under process for re -floating of RFP.	Six months	