



# PROJECT HIRAK



**ROAD SAFETY**

# PROJECT HIRAK



## THE MOUNTAIN RULES

SLOW, STEADY, SAFE FOR THE LONG HAUL

ROAD SAFETY TRAINING:  
WAY AHEAD

## WHY DO WE REQUIRE ROAD SAFETY TRG?



Leading cause of workplace fatalities and unintentional injury to BRO personnel

Accustomed to automobile transportation as a way of life

Most of us are desensitized to hazards of Road Accidents

### LIMITED CAPACITY

Perception of speed and distance,  
wandering attention and  
inclination to act impulsively

### RELATIONSHIP TO RISK

Tend to brave danger, break rules  
out of defiance of authority or  
quest for thrills

## **UNCOMMON RISK FACTORS**

### PEER PRESSURE

More likely to be drawn into  
risky behaviour by the group,  
rather than take a safer course

### INEXPERIENCE

Inexperience in complex and  
new situations, difficulty to  
analyse and make right decisions



**To change old thinking about road safety and develop a new approach towards a safer and secure workplace environment**



# SCOPE



**ROAD SAFETY  
MANAGEMENT**



**SAFER  
VEHICLES**



**SAFER ROAD  
USERS**



**POST-INCIDENT  
RESPONSE**



**SAFER ROAD  
ENVIRONMENT**

**FIVE PILLARS OF ACTION FOR ROAD SAFETY**



**KNOWLEDGE**



**ATTITUDE**

**SKILLS**

# CHALLENGES



**NEGLECTED SUBJECT**

**VARIETY OF INSTITUTIONAL FRAMEWORK**

**FRAGMENTED APPROACHES**

**LACK OF COORDINATION**



**Together we can save  
Millions of **Lives****



**Safty Tools** invenectem nihit que  
pa dent aborera sit volor aut id mag-  
nimus et omni corepe receruptatum  
rent eaue nobis commod minum  
ressectibus maxi.

**SAFETY  
IS NO  
ACCIDENT**

*Stay Alert, Don't get Hurt*



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## **ROAD SAFETY MANAGEMENT**







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# COMPRENSIVE ROAD SAFETY POLICY



Roles, resp and accountabilities

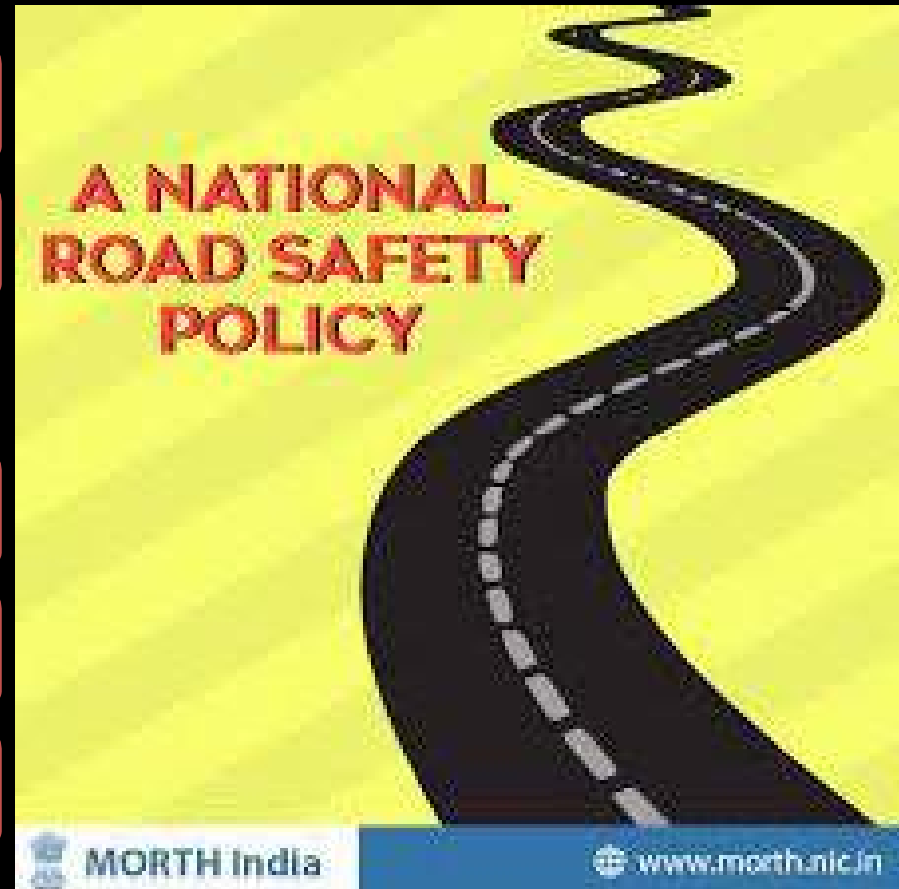
Standard minimum requirements

Improve attitudes and behaviours

Collecting and reporting data

Awareness of rules including customary habits

Vehicle reqmt, insp & dangerous goods



**REFER BRO ROAD TRAFFIC SAFETY STANDARDS & CORE COMPLIANCE REQUIREMENTS**

# IMPROVING GOVERNANCE



Leading and coordinating roles

Dedicated capacity for safety strategy

Efficient working coordination  
composed of all concerned Sections

Focal points on road safety & internal  
advice

DEVELOP COMPETENCE OF BRO STAFF ACROSS HIERARCHY THROUGH SPECIFIC  
COURSES RELATED TO ROAD SAFETY APPROACHES





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# IMPROVING ROAD SAFETY MANAGEMENT



Standard incident reporting form

Standard investigative and/or fact-finding protocol and procedure

Establish a centralized road crash database

Develop SOPs for reporting, recording and managing vehicle crashes

Establish a chain of responsibility

Conduct periodic crash analyses

**ESTABLISH A LESSONS LEARNED MECHANISM PROVIDING EVIDENCE-BASED INFORMATION TO SUPPORT TRAINING AND AWARENESS CAMPAIGN**



Identify sources of funding for the system-wide road safety strategy

Identify and review action plans for each PROJECT

Build case studies

Identify efficient and effective allocation of resources

Explore options for adapting funding



**Safety is a  
full time job – don't  
make it a  
part time practice**



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**SAFER VEHICLES**







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# STRENGTHEN VEHICLE MANAGEMENT



Establish adequate vehicle management tools

Ensure serviceability, Road worthiness

Vehicle safety equipment in good working condition

Adopt in-vehicle monitoring systems and telematics



# SAFETY THROUGH TECHNOLOGY



Encourage acquisition of vehicles, equipment and parts applicable in the area of use

Periodic inspection by competent staff

Purchase, operate and maintain vehicles that offer advanced safety technologies

Deployment of crash avoidance technologies

Vehicles are equipped with safety accessories & tools like first aid kit, fire extinguisher, warning triangle, spare tire, jack

Acquisition of devices for fatigue, physical strain or stress



# A Spill, A Slip, A Hospital Trip



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## SAFER ROAD USERS





# STANDARD TRAINING



Standard basic road safety awareness training

Proper road safety and familiarization briefing

Defensive driving training should be a mandatory and standard requirement

Planned rest breaks for drivers

All drivers are regularly reminded of their obligations

Develop a strategic communications campaign

**YES OFFICER, I DID SEE  
THE "SPEED LIMIT"  
SIGN, I JUST  
DIDN'T SEE  
YOU.**



# AWARENESS-RAISING



Develop a communications plan to ensure a consistent dissemination by utilising modern information technology

Design training and awareness campaigns supported by a lessons-learned system

Handling or carriage of dangerous goods and appointment of a Safety Adviser. Provide specific advice to personnel involved in transport operations.

Possess a valid training certificate in handling and shipment of dangerous goods



**FASTEN  
SEAT BELT**

**NO MOBILE  
WHEN MOBILE**

**SPEED THRILLS  
BUT IT KILLS**

**RIGHT TO WALK  
BE CAUTIOUS ON ROAD**

**DON'T RACE  
MAINTAIN SPACE**



# DRIVER AUTHORIZATION



Establish minimum standard requirements for operating a BRO vehicle

Establish standard procedures so that BRO vehicles are operated only by personnel who have been tested by qualified personnel and duly authorized

Ensure that driving tests are conducted by qualified personnel

Driving permits are issued based on the vehicle category

Personnel engaged with BRO as a 'driver' are medically cleared



DESPICABLEMEMINIONS.ORG

**I DON'T NEED  
A DRIVER'S LICENSE TO  
DRIVE PEOPLE CRAZY.**

Monitor compliance with the BRO policy governing the safe use of BRO vehicles

Mechanisms where safe drivers are recognized and supported

Performance indicators of vehicle, speed management and behaviour

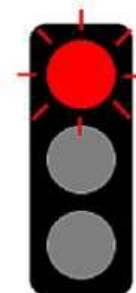
Mechanisms to ensure that the regulations applicable to transport of dangerous goods

## MYTH

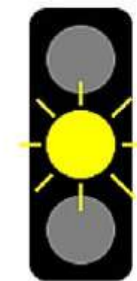


**No need to obey signals after 10 pm**

## REALITY



**STOP, LOOK, PROCEED**



**SLOW, LOOK, PROCEED**

**If there is a functional signal, you need to obey it**

**NO SAFETY  
KNOW  
PAIN**



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## **POST-INCIDENT RESPONSE**





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# INCREASE PREPARATION AND RESPONSE



SOPs for response and immediate actions

Medical plans/evacuation plans are in place

Provide psychosocial follow-up support to personnel involved in a crash

Ensure medical and administrative protocols are followed

Develop road safety guidance for each Sector

Ensure that the cargo is properly documented and marked

Emergency response teams are well aware of emergency response guides and databases



**HONK IF YOU LOVE  
GOD;  
TEXT WHILE DRIVING  
IF YOU WANT TO MEET  
HIM**



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**SAFER DRIVING ENVIRONMENT**







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# OPERATION, MAINT AND IMPROVEMENT



Promote safe operation, maintenance and improvement of existing road networks

Safe parking of vehicles and equipment

Planning routes and effective monitoring of movement of vehicles

Ensure vehicle movement is strictly restricted

Providing clear guidance for drivers



# SAFETY ESSENTIALS - HANDOUT



- ☐ Always wear a seat belt, and make sure that all passengers do, as well.
- ☐ Do not drive if you are under the influence of alcohol or drugs. Call your IC/OIC/OC and take alternate transport instead.
- ☐ Check any medications you take for side effects, such as drowsiness, that could impair your driving, and avoid taking those medications before you drive.
- ☐ Avoid driving while drowsy or fatigued. If you feel sleepy behind the wheel, pull over and take a break.
- ☐ Set realistic goals for the number of kms you can drive safely each day, and take periodic breaks to get out of the vehicle, stretch, and take a walk.
- ☐ Avoid distractions such as texting or using mobile devices while driving, manipulating GPS or in-car entertainment systems, and anything else that takes your eyes off the road, your mind off your task, or your hands off the steering wheel.

- ☐ Secure any tools or equipment before starting the vehicle to prevent them from becoming a hazard during a sudden stop or crash.
- ☐ Don't respond to aggressive driving; avoid engaging in conflict with other drivers and be patient and courteous in traffic. If you encounter a seriously aggressive driver who poses a safety hazard, call higher auth.
- ☐ Slow down in work zones and pay attention to changes in the traffic pattern. Watch for workers throughout the work zone.
- ☐ Keep your vehicle in safe operating condition; follow your manufacturer's maintenance schedule and inspect your vehicle for safety issues before you drive.
- ☐ Use extra caution and reduce your speed at night, during challenging weather conditions like snow and ice, and on roads that are narrow or have poor visibility.
- ☐ Constantly scan the road ahead of you for hazards, including disabled vehicles, pedestrians, animals or debris in the roadway, and drivers who may be impaired.



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# MEASURES TO IMPROVE ROAD SAFETY



ENGINEERING MEASURES

EDUCATION MEASURES



ENFORCEMENT MEASURES

Geometric design measures

Measures to deal with specific and exclusive conditions in hills

Traffic control devices

Maintenance response and safety monitoring





# ENFORCEMENT MEASURES



Follow the traffic rules

Condition of vehicle

Condition of driver

Over loading





# EDUCATION MEASURES



Distribution of pamphlets

Mass media publicity

Imparting awareness in the schools

Conducting regular coordination meeting comprising various stake holders



# ROAD SAFETY SENSITISATION



BRO Officers and JEs to be trained on road safety at some of the prestigious institutes like IAHE.

Road safety committee at District level to be constituted for expeditious coordination among the various stake holders.

Black spot areas needs to be identified for proper planning to mitigate the black spots by taking short term/long term measures

Locations where lower category roads meets at higher category, traffic calming measures needs to be taken

For all the completed roads, NSV survey is to be planned and based on the its report remedial measures needs to be taken to improve the shortcomings

**THE ROAD TO SAFETY  
STARTS WITH YOU.**

**STAY ALERT. STAY SAFE.**

#RideSafeIndia



# ROAD SAFETY SENSITISATION



**DPR needs to be pre-reviewed by the safety consultant to get their inputs at the initial stage**

Incident management system needs to be strengthened like evacuation of the injured personnel to the nearest health centre for their medical aid



# ROAD SAFETY SENSITISATION



Sufficient financial powers to be given at the level of Chief Engineer Project for rectification of identified black spots in their AoR by taking short term/long term measures as the case may be

A single portal to be developed for monitoring of all the black spots at the Project level

For all roads which are planned to be developed under EPC mode, NSV survey to be made mandatorily, so that deficiency if any is noticed and the same can be rectified by the EPC contractor itself. Final completion to be issued after carrying out road safety audit





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**IF YOU THINK SAFETY  
RULES ARE A PAIN**

**TRY HAVING AN  
ACCIDENT**

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