



GOVERNMENT OF KERALA before 06-02-2018

*Interested person
who are willing to bear the
course of this training
may please inform their
willingness through controlling
officer to HRD cell through
email - padhrd@gmail.com -*

No:-PWD-B3/30/2018-PWD

Public Works (B)Department
Thiruvananthapuram,
Dated:25/01/2018

From
The Principal Secretary to Government

To
The Chief Engineer (Administration), Public Works
Department , Thiruvananthapuram
Sir,


Sub: PWD-Estt- Six weeks certificate course in IAHE - request
for permission -reg

Ref: Your letter No.CE/HRD/2286/2013 dated 11.01.2018

I am to invite your attention to the reference cited and
request you to invite applications of incumbents who are
willing to bear the course fee and forward the same to
Government for granting permission.

Yours Faithfully,
SABITHA S D
UNDER SECRETARY
For Principal Secretary to Government.

Approved for Issue,

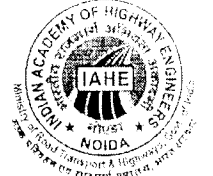

Section Officer.

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30/1



M.S. (P.W.D) 20835 M / 2011

भारतीय राजमार्ग अभियन्ता अकादमी
(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)
Indian Academy of Highway Engineers
(Ministry of Road Transport and Highways, Govt. of India)



PWD-3/6/18-PWD

S.S. Nahar, IES

Director (HAG)

Merry Christmas & Happy New Year, 2018

By Email only

D.O.No. IAHE/Trg/13/CRSEA/2017-18

21st Dec, 2017

Subject: **Nomination of Engineers for 6 weeks Certification Course (Schedule: 22 Jan, 2018 – 30 March, 2018) on 'Certified Road Safety Engineers & Auditors' – in compliance to the directions of the Committee on Road Safety (CoRS) constituted by Supreme Court of India (SCI).**

Sir,

You may be aware that India alone accounts for 11% of the global road crashes, dubious distinction. India is committed to endeavour to meet the mandate of UN declaration 'The decade (2011-2020) of Action for Road Safety' - aiming to reduce road fatalities by 50% by 2020.

2. Ministry of Road Transport & Highways (MoRT&H), Govt. of India, bearing in mind the galloping trend in road accident @ one death per 4 minutes & devastating consequences, in compliance to the directives of CoRS headed by Hon'ble Justice Mr. K S Radhakrishnan, former Judge of SCI, has made it mandatory to avail the services of well qualified **"Road Safety Expert/ Key Personnel"** in carrying out the Feasibility Study/Detailed Project Report (DPR) by the Consulting firms & audit the safety aspect during implementation of NH & other centrally sponsored road Projects.

3. MoRT&H vide OM dated 20.04.2017 (Annex-1) has also circulated the 'protocol' for essential approach & principles in respect of Road Safety Engineering in rectification of the inherent deficiencies in road geometrics & essential furniture (signages & marking etc.)

4. MoRT&H, further in order to create a Pool of qualified Road Safety Auditors has mandated IAHE to conduct the 6 week Certification Course (30 participants in each batch) cited in the subject, in association with International Road Federation (IRF-India Chapter) & Australian Road Research Board (ARRB).

5. A self-explanatory brochure along with nomination form (Annex- 2&3) is attached herewith for kind appraisal.

6. In view of the constraints of limited slots, the registration will be done 'on first come first serve basis' subject to receipt of the prescribed Course Fee of Rs 2.18 Lakhs (scan copy thro' email: director.iahe@gmail.com) in order to reach this office latest by 16.01.2018 (Tuesday) by 6:00 PM invariably.

7. I shall be grateful if you could kindly look into the matter personally & ensure the nomination of at least one officer each from the Public Works Department (R&B) and Urban Development Department/Municipal Corporation(s) in the larger public interest.

With warm regards,

Enc: As above.

To

Shri K M Abraham, Chief Secretary

Email: chiefsecy@kerala.gov.in

Government of Kerala, Thiruvananthapuram-695001

(S.S. Nahar)

Please note: All correspondence should be addressed to the Director by designation only

A-5, Institutional Area, Sector-62, Noida (UP) – 201 301 (India)
Tel 0120-2400085-86, 2405006-9, Fax 2400087

Email: director.iahe@gmail.com Website: iahe.org.in



Government of India
Ministry of Road Transport & Highways

Transport Bhawan, 1, Parliament Street,
New Delhi-110001.

RW/NH/29011/2/2015-P&M (RSCE)

20th April, 2017

OFFICE MEMORANDUM

Subject: Essential approach and principles to be followed for Road Safety Engineering works – regarding.

Approach and essential principles to be followed in identifying road safety engineering improvements for enhancing road safety, preparation of detailed layouts for these improvements, implementation and feedback monitoring have been discussed with officers of Ministry, officers of NHAI, officers of State PWDs and the consultants in this area during various discussions, training workshops etc. Some of these principles are covered in various guidelines issued by Road Safety Cell (Engineering). For ease of reference and compliance, these aspects have been compiled into a single document and enclosed.

All the concerned should follow the above approach and essential principles in respect of Road Safety Engineering works scrupulously to achieve the intended reduction in the accidents.

Enclosure: As above.

Yours faithfully,

Neerav
20/04/2017

Neerav Punjabi

Assistant Executive Engineer (RSCE)

For Director General (Road Development) & SS

To,

Chief Engineer-P-1/P-2/P-3/P-4/P-5/P-6/P-7/NER/PL/MON-I/EAP/NHDP-IV/EAP/NHDP-IV/S&R(R)/S&R(B), MoRTH/ Chief General Manager (Road Safety), NHAI
Chairman, NHAI/ Managing Director, NHIDCL/ Director General Border Roads/
Director, IAHE/ Secretary General, IRC

All Secretaries of PWDs, Chief Engineers of NH,
Regional Officers of MORTH, NHAI, DGBR, NHIDCL

Copy for information to: PS to Hon'ble Minister (RTH & S), PS to Hon'ble Minister of State for RTH & S [PR], PS to Hon'ble Minister of State for RTH & S [MM], PS to Secretary (RT&H), Sr. PPS to DG (RD) & SS, PPS to ADC-in charge.

Essential approach and principles to be followed for Road Safety Engineering works on National Highways

| SI No | Item | Approach & principles to be followed |
|-------|--|--|
| 1 | <i>List of works for Road Safety annual Plan for National Highways</i> | Concerned field engineers should visit the Critical accident prone locations where there is history of repeated accidents on NHs in their jurisdiction and should identify the broad additional features like improvement of junctions, improvement of geometry, provision of pedestrian facilities, provision of service roads, widening of any bottle neck portions etc., required for reducing accidents. Availability of land for accommodating these additional features and any ongoing / upcoming projects at the identified sites should also be assessed . Based on these details, RO MORTH and CE(NH) should discuss and finalize the list of 2 to 4 Road Safety Engineering works for inclusion in Road Safety annual Plan as per the check list given by the Ministry. |
| 2 | <i>Preparation of Road safety annual plan proposals</i> | Proposals are to be prepared accommodating the remedial measures to the extent feasible in the available land or in extreme cases in the proposed land either through in-house efforts or through competent consultants or a combination of both. After preparing the draft proposal together with cost estimate, the same is to be discussed with Road Safety Engineering Cell of the Ministry and is to be fine tuned to sanctionable form with complete details of geometry, road signs, markings etc., before submitting the same to Road Safety Engineering Cell (CE Road Safety) of MORTH. |

| SI No | Item | Approach & principles to be followed |
|-------|--|---|
| 3 | <i>Implementation of Road Safety Engineering Works</i> | Road Safety Engineering works are to be implemented truly transferring the approved layouts to the ground, adopting the correct sizes and dimensions for signs, markings and other road furniture from the relevant IRC codes namely IRC-67 :2012 and IRC-35:2015 (or their latest revisions) as per the conditions of technical note, as the markings and signs on layouts are indicative. The consultants who prepared the design should be entrusted with the responsibility of exactly setting out the layout on the ground using total station and other equipment. In case of non-feasibility of this option equivalent arrangement should be made. These works are to be executed in time bound manner through various preparatory activities like pre-discussions with prospective consultants/ bidders and pre-bid meetings etc. Guidance from Road Safety Engineering Cell of Ministry can be taken whenever required in these activities either telephonically or through video conferencing or through site inspections cum discussion meetings. |
| 4 | <i>Installation of Modified thrie beam type crash barriers in hilly terrain on NHs</i> | Accident prone stretches where crash barrier installation is required & feasible (with respect to availability of space and other site conditions), are to be identified and got approved by Ministry. Estimates are to be prepared (model rate analysis already communicated to all concerned) and got sanctioned by Ministry for the approved stretches. In case of non-feasibility of execution at some stretches the same can be deleted or substituted though formal approval of RO MORTH. Prospective crash barrier manufacturers(who would also be the bidders for their installation in the case of installation in long lengths) are to be sensitized through pre-discussions about these crash barriers/ installation conditions as approved in the report of the Ministry . These works are to be executed in time bound manner through various preparatory activities like pre-discussions with prospective bidders and pre-bid meetings etc. Guidance from Road Safety Engineering Cell of Ministry can be taken whenever required in these activities either telephonically or through video conferencing or through site inspections cum discussion meetings. |

| SI No | Item | Approach & principles to be followed |
|-------|--|--|
| 5 | <i>Detailed Road Safety audits on existing NH stretches</i> | Stretches where development works like two laning or four laning are neither in progress nor in pipeline are to be identified and got approved in principle for taking up detailed Road Safety audits. After in-principle approval, tender based estimates (following Ministry's standard RFP for these works) are to be got sanctioned by Ministry. Consultancy services are to be procured and implemented in time bound manner as per standard bid document circulated by Ministry through pre-discussions with prospective competent consultants, pre-bid meetings and collaborative working between consultants and PWD field engineers etc. |
| 6 | <i>Implementation of the agreed recommendations of the detailed Road Safety Audits</i> | After the Road Safety Audit Report is finalized as per the standard document, Competent consultants are to be deployed with the approval of the Ministry for preparing comprehensive integrated proposal for the stretch as per the agreed recommendations of the audit. Such integrated proposal should be implemented as specified for Road Safety Engineering works after the proposal is sanctioned by Ministry like any NH(O) proposal |
| 7 | <i>Road Safety Operational Audits and implementation of short term remedial measures</i> | Stretches where development works like two laning or four laning are in pipeline but are taking time of the order of 18 months for commencement of actual execution are to be identified and got approved in principle for taking up operational Road Safety audits. After in-principle approval, tender based estimates are to be got sanctioned and operational audit reports together with proposals of short term remedial measures as specified in the standard TOR circulated by the Ministry are to be submitted and implemented in time bound manner through pre-discussions with prospective competent consultants, pre-bid meetings and collaborative working between consultants and PWD field engineers etc. |

| SI No | Item | Approach & principles to be followed |
|-------|---|--|
| 8 | <i>Establishing Road Safety Engineering Cells in the NH directorates of States/UTs</i> | Road Safety Engineering Cells broadly comprising ONE EE + ONE AE or ONE AE + ONE JE (with required support staff) are to be established in the NH directorate under the direct control of CE (NH). They should be imparted training in Road Safety Engineering through National / State level workshops, training courses in the country & abroad. They would be contributing by pursuing timely submission of the Road Safety engineering proposals as per guidelines, pursuing approvals for the same, providing guidance in procurement & implementation of these works through periodic inspections and discussions with concerned field engineers. They will also be handling the crash data / feed back related functions, organization of workshops / trainings in the area of Road Safety Engineering, organization of Expert committee meetings and pursuing the submission of Road Safety engineering proposals on state roads under CRF etc. CE (NH) should use his authority in getting the Road safety actions and activities of Road Safety Engineering Cell of the state / UT swiftly implemented. |
| 9 | <i>Constitution of Expert committee for Road Safety Engineering works on state roads under CRF</i> | Committee is to be constituted as per guidelines |
| 10 | <i>Constitution of District level monitoring committee for Road Safety Engineering works on state roads under CRF</i> | Committee is to be constituted as per guidelines |

| SI No | Item | Approach & principles to be followed |
|-------|---|--|
| 15 | <i>Investigation based actions with quality is essential for achieving road safety through Engineering.</i> | Survey & investigation based actions with attention to detailing in the design stage as well as in execution stage is a must for achieving safety through Road Safety Engineering. Routine handling of more works or proposals does not reduce accidents and in some cases it may lead to increase in accidents. |
| 16 | Feed back and monitoring documentation | Efficacy of the Road Safety Engineering measures is ensured only when road accidents / fatalities related to road and road environment are eliminated as reflected in feed back on accidents/ fatalities at the improved location for at least 3 years. Therefore, regular collection of the accident / fatality data at the improved locations from police authorities and forwarding the same to Road Safety Cell Engineering MORTH on quarterly basis is essential. Documentation of the traffic flow and road environment before improvement and after improvement using drones or any other alternate method is essential to review the improvement in traffic movements and its adequacy. This is also essential for future learning and capacity building activities and as such should be captured and furnished to Road Safety Cell Engineering MORTH. All the above mentioned guidelines are circulated to all states / UTs and are also available on MORTH website namely www.morth.nic.in under "Road Safety Engineering Cell" (can be easily identified with its logo). |



भारतीय राजमार्ग अभियंता अकादमी
(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)
Indian Academy of Highway Engineers
(Ministry of Road Transport and Highways, Govt. of India)

Nomination Form for Registration

Certificate course for Road Safety Engineers and Auditors

Schedule: 22.01.2018 to 30.03.2018

| S.No. | Particulars | To be filled by Applicant |
|------------------------|--|---|
| 1. | Name in capital letters | |
| 2. | Date of Birth (DOB) and Age* (as per matriculation certificate) | |
| 3. | Designation/Position | |
| 4. | Organisation/Sponsoring Authority (with contact no. & e-mail id) | |
| 5. | Proof of Qualification(s)* | |
| 6. | Experience* | |
| 7. | Health History (specific/chronic, If any)* | |
| Signature of Applicant | | Signature of Sponsoring Authority with Seal |

* Scanned copy shall be forwarded through e-mail invariably.