



GOVERNMENT OF SIKKIM  
MOTOR VEHICLE DIVISION, TRANSPORT DEPARTMENT  
ROAD SAFETY POLICY  
GANGTOK  
STATE OF SIKKIM.

THE PREAMBLE.

Under Section 215 of Central Motor Vehicles Act 1988, the State of Sikkim with objective to improve road safety aspects in road transport sector hereby formulates a policy to cater the main objective SAFETY of road users and passengers by formulating a road safety policy.

The State of Sikkim being a hilly terrain and in view of extensive urban and rural road connectivity safety in transport sector is taken into consideration. With a vehicle population nearing sixty thousand(45,000) including all category vehicles such as motor cabs, maxi cabs, government owned stage carriers, earth movers, two wheelers, construction equipments and others not including battery operated, hybrid, or Jugaads. The annual growth of vehicle records to 9 % and the pro active government giving a holistic approach we took into consideration the following major areas to be covered under the policy;

1. Safer roads
2. Safer vehicles
3. Trained and safer drivers
4. Efficient implementation of Acts, Rules and directives of both Central and State Governments.

Looking into the above factors the government has felt the need to formulate a road safety policy in comprehensive yet extensively covered issues to make Sikkim Clean, Green and Safe for road users.

Taking into consideration of the National Road Safety policy the State Government decides to form Road Safety Policy to achieve the targets set under UN Decade for action on Road Safety and reduce fatalities and accidents (Road Traffic Accidents) to a minimum by the year 2020.

The Road Safety Policy is formulated for State of Sikkim.

VISION.

"Safety is not just slogan, it's a way of life" to make road safety a part and parcel of our day to day life following approach will be taken into account;

1. Priority- Human life and health over mobility.
2. Human error- mistakes are lessons learnt, we are prone to make mistakes be it physical, mental, and driving limitations, therefore transport systems need to cater the safety requirements and reduce such errors and minimize loss of life and harm.
3. Public concern- safety of road users on every occasion is the main objective. All sectors will be included like enforcement agencies, engineers, health sector to provide best safety awareness and standards be it normal, differently able, school children's or any other road users.

MEASURES



Jt. Secretary Cum Nodal Officer  
Road Safety Cell  
Motor Vehicle Division  
Govt. of Sikkim

Jt. Secretary Cum Nodal Officer  
Road Safety Cell

Additional Secretary  
Motor Vehicle Division  
Transport Department  
Govt. of Sikkim



1. Implementation of three "E"s--- Engineering, Enforcement and Education to consolidate the road user on Safety standards.
2. Reduction of harm in Accidents--- Adoption of better and updated safety standards and equipments by use of helmets, seat belts, air bags etc.
3. Reduce post accident harms--- Establishment of EMR,s( Early Medical Response) and trauma centers to act as first responders.
4. Effective public transport--- By providing effective, safe and efficient public transport and reducing the number of vehicles thereby reduce the chances of accidents. Since passenger's vehicle only can be restricted issue of permits may be scrutinized and controlled.
5. Awareness--- Inclusion of chapter of road safety in school curriculum, participation of NGO, s, Departmental manpower to create awareness regarding road safety and improving knowledge of the general public. Activities such as road shows, street plays, media interviews may also be included. Resource persons from various sectors will be participating in the sessions at the panchayat level (Gram Sabha) uptill the head agencies in capital of Sikkim and all four districts. The resource persons will be nominated from the following sectors;

- Motor Vehicle Division.
- Traffic Police.
- Health Department.
- HRDD.
- Roads & Bridges Department.
- Legal.
- Ngos and Driving schools.

6. Fund-- Sufficient fund to cater the every aspect of policy and vision to be made with either diversion of compounded fines/ creation of separate fund with assistance of the Ministry or sanction of funds under special provisions for Road Safety.

7. Infrastructure-- Development of weigh bridges at selected spots.  
 Erection of EWS (early warning signs and signals) at vulnerable areas.  
 Fitment of CCTVs at maximum traffic flow areas and monitoring the offenders.  
 Providing portable equipments like breath analyzers, speed guns, to enforcement officers.  
 Establishment of trauma care center with collaboration of Health Department.  
 Enforcement Vehicles like ambulance, interceptors, portable weighing machines, tow cranes and wheel lockers.  
 Training to update the knowledge of enforcement officers in regular basis with constant improvement in technology.

8. Legal

1. Prosecution of offences with maximum fines for cases booked under driving drunk, use of mobiles, and over speeding or over loading.
2. Taxes to be revised for age expired vehicles (vehicles with 15 years covered running on road) as this can be hazardous to road users.
3. Setting up of smart mobile checking centers to increase mobility of enforcement to cover the implementation of CMV Act 1988 and State Rules.
4. Financial Resources and strengthening of policy: separation or utilization of 50% fund collected via fines and compounding by enforcement for use towards road safety.

9. Implementation Strategy.

*[Signature]*  
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