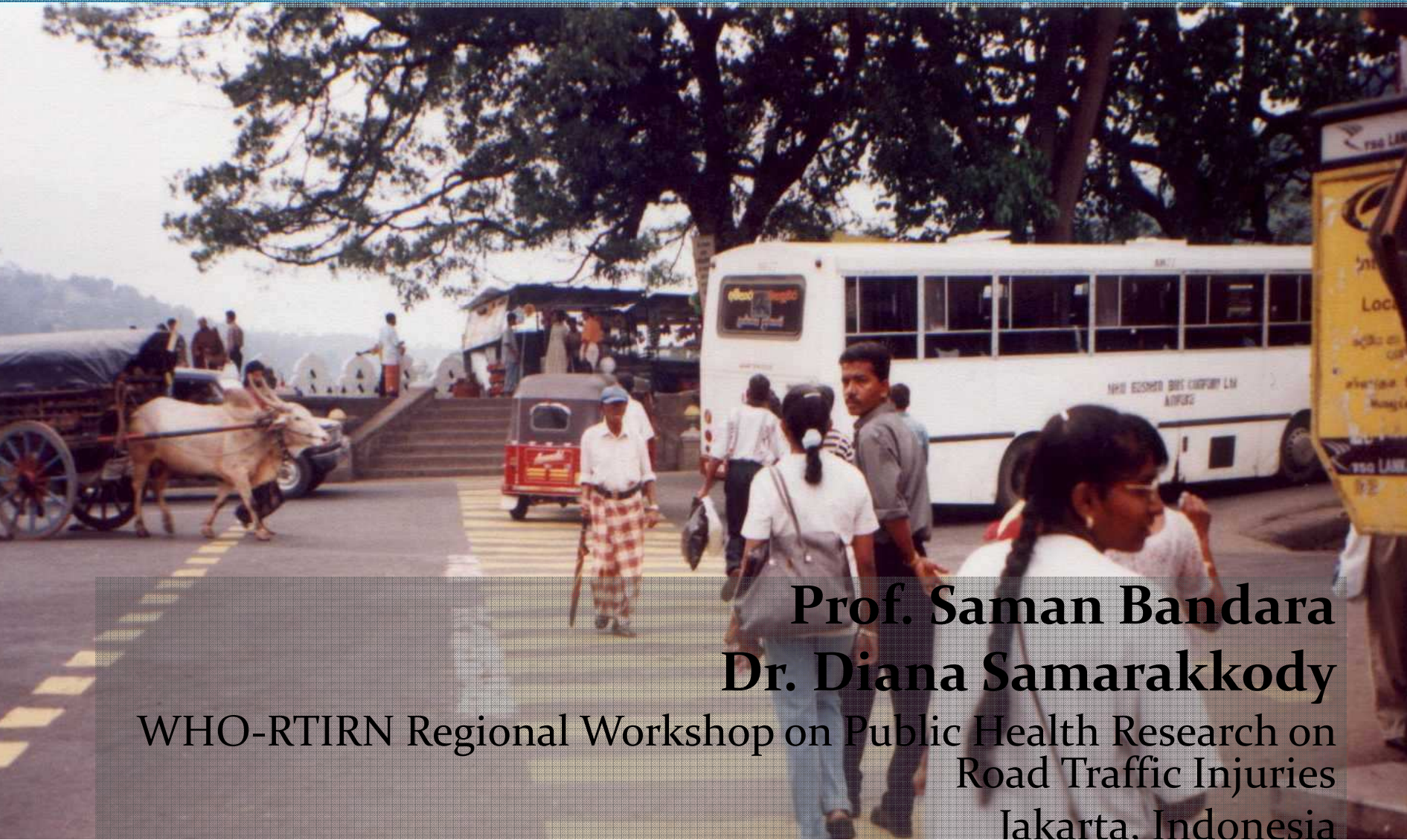


# Role of NCRS and Road User Safety- Sri Lanka



**Prof. Saman Bandara**  
**Dr. Diana Samarakkody**

WHO-RTIRN Regional Workshop on Public Health Research on  
Road Traffic Injuries  
Jakarta, Indonesia

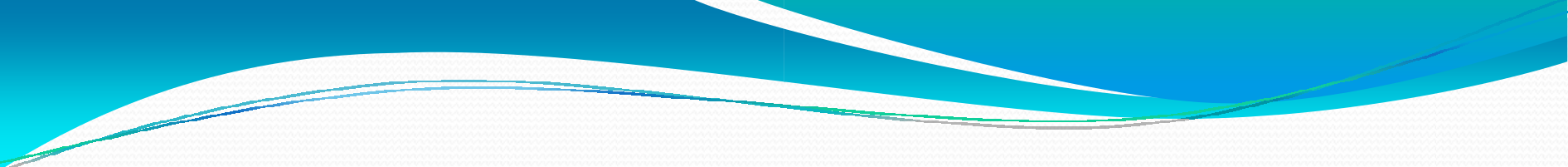
# National Council For Road Safety

- National council for road safety was established in 1998 as an amendment to the motor traffic act No 5 of 1998.
- Council consists of a chairman and not more than seventeen members appointed by the Minister in charge of Transport subject.
- The committee should consists of members representing the following 17 organizations

- Ministry of education
- Ministry of finance & planning
- Ministry of provincial councils & local government
- Ministry of highways
- University of Moratuwa
- Urban development authority
- Road development authority
- Ministry of transport
- National transport commission
- Department of motor traffic
- Sri Lanka central transport board
- Ceylon society for the prevention of accidents
- Transport medical institute
- Automobile association
- Department of Police
- Colombo municipal council
- Controller of insurance

# Functions identified by regulations under motor traffic act

- Maintain database on
  - Vehicle population & its features and composition
  - Traffic accidents
  - Local & international statistics on road safety
- Maintain a library on the subject of road safety

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- Collect information and conduct research & surveys on related subjects
  - Assists research on related subjects
  - Liaise with similar international institutions & share experience
  - Disperse knowledge & information to relevant government and non-government agencies responsible for road safety & related projects

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- Formulate & implement projects on road safety
  - Coordinate road safety related activities in government & non-government agencies
  - Compensate hit and run accident victims
  - Solicit financial and other support for road safety functions
  - Advise the government on road safety related policies and programmes

# Present activities

- Manage road safety fund to pay compensation to hit & run accident victims
- Disperse knowledge & information to relevant government and non-government agencies responsible for road safety & related projects
- Advise the government on road safety related policies and programmes

# On-going work

- Updating National Action Plan on Road Safety
- Preparing for Victims day awareness programmes
- Evaluating safety concerns on new Southern Expressway
- Coordinating media campaign on improving road safety



# Pillar 1: Build road safety management capacity

The creation of multi-sectoral partnerships and designation of lead agencies with the c  
evidential research to assess countermeasure design and, monitor implementation and

Strategies		Major Activities	Lead
A Conversion of the established national council for road safety to an authority to act as the lead agency with implementation powers	1A1	Establishment of the authority by amendments to the act with inclusion of key ministries including health.	
	1A2	Strengthening of the NRSC with the necessary infrastructure, HR and training needs	
	1A3	Advocating for a separate consultative sub- committee for Road Safety	
	1A4	Developing a national policy & strategy for road safety	

# Pillar 1: Build road safety management capacity

The creation of multi-sectoral partnerships and designation of lead agencies with the capacity to develop national road safety research to assess countermeasure design and, monitor implementation and effectiveness.

## Pillar 2 : Influence safety road design and network management

Using road infrastructure assessment rating and improved design to raise the inherent safety and protection of road users

## Pillar 3: Influence vehicle safety design

Global deployment of improved vehicle safety technologies for both passive and active safety and incentives to accelerate the uptake of new technologies

## Pillar 4: Influence road user behavior

Sustained enforcement of road traffic laws and standards and rules combined with regulations that reduce the impact of the key risk factors (speeding, drink driving, mobile phone use)

## Pillar 5: Improving Post Crash Care

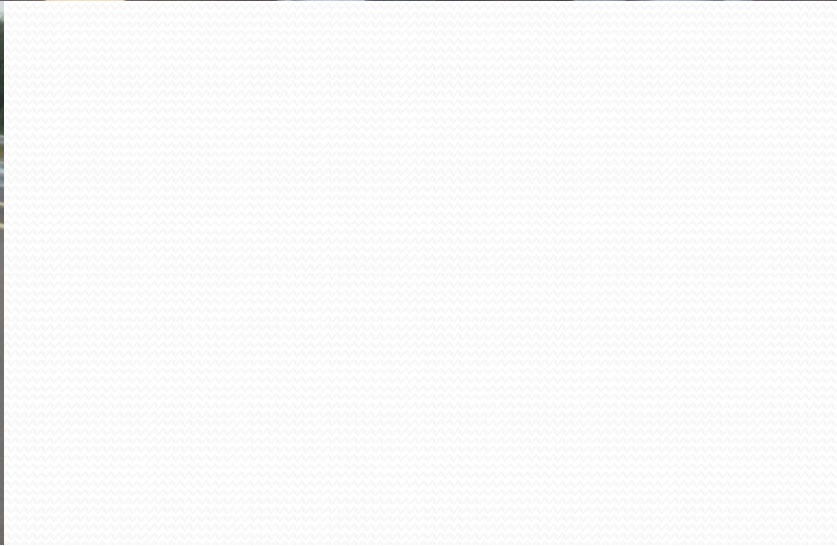
Increase responsiveness to emergencies and improve the ability of health services to manage road trauma

### Strategies

### Major Activities

A	Establish the road sustainable	4A3	Providing capabilities for a higher grade	5A1	High level advocacy to establish a focal unit
		4A4	Providing separate lanes/cycle lane/pedestrian to be	5A2	Ensure that the allocation made to implement central
A	Improve the	4A5	Driving license for commercial and heavy vehicles to be made	5A3	Create separate cadre including a Director for injury

<b>Lead Agency</b>	Identify the institution/establishment that should take to primary responsibility of the identified activity. You may use the abbreviation suggested. If the organization is not listed, use the full name
<b>Partner agency</b>	Institution/organization that should work closely with the lead agency to achieve the objective. Use the same abbreviations
<b>Expected outcome</b>	Indicate what can be expected as the outcome of the proposed activity if fully implemented. Leave blank if you are not sure
<b>Effectiveness</b>	Effectiveness of the expected outcome towards improving overall road safety, reducing road accidents and injuries. H - Highly Effective, M- Moderately effective, L - Less effective
<b>Cost</b>	Expected cost/resource requirement to implement the identified activity. H - High cost, M- Moderate cost, L - Low cost
<b>Key performance indicator(s)</b>	How the effectiveness of the activity can be measured or evaluated. This should be an <b>output</b> related parameter. Leave blank if you are not sure
<b>Time line</b>	Time period required to successfully implement the activity. L-long term, M- Medium term, S - Short term



# Vehicle composition by registration

<b>CLASS OF VEHICLE</b>	<b>2010</b>	<b>%</b>
Motor Cycles	2,100,832	53%
Motor Tricycles	529,543	13%
Motor Cars	410,282	10%
Lorries	296,692	8%
Land Vehicles- Tractors	276,997	7%
Dual Purpose Vehicles	209,228	5%
Buses	84,280	2%
Land Vehicles- Trailers	46,457	1%
<b>Total</b>	<b>3,954,311</b>	<b>100%</b>

# Vehicle Responsible – Fatal Accidents

<b>CLASS OF VEHICLE</b>	<b>%</b>
Motor Cycles	28%
Lorry	16%
Private Bus	13%
Three Weelers	8%
Van	8%
Car	6%
Duel Purposes Vehicles	5%
Busses (SLTB)	3%
Hit & Run	4%
Bicycles	3%
Tractors	2%
Jeep	2%
Container	1%
Land Vehicles	1%

# Reason Identified

Reasons	2010	
	Fatal	Total
Speeding	25%	13%
Overtaking	20%	17%
at Turnning	8%	13%
Drunken Driving	6%	4%
Negligence of Pedestrians	4%	3%
at Pedestrian Crossing	4%	3%
Mechanical Defects	1%	2%
Others	32%	45%

Persons Killed	2000	%	2001	%	2002	%	2003	%
Pedestrians	857	39.8	803	37.2	816	37.4	747	35.6
Passengers	493	22.9	444	20.6	469	21.5	515	24.6
Bicycle	317	14.7	341	15.8	340	15.5	311	14.8
Motorcycle	247	11.6	300	13.9	338	15.5	281	13.4
Drivers	232	10.8	270	12.4	216	9.8	171	8.2
Others	5	0.2	3	0.1	6	0.3	71	3.4
Total	2,151	100	2,161	100	2,185	100	2,096	100



Thank you