

Final Report

International Expert Consultations:

Road Safety Legislative Assessment Pakistan

Conducted by:

Ministry of Communication in collaboration with

**World Health Organization & Johns Hopkins International Injury Research Unit
(JH-IIRU)**

NTRC-335, December, 2020



Table of Contents

Abbreviations	3
Introduction	4
Methodology.....	5
Potential Recommendations.....	6
Road Safety Management.....	13
Safer Vehicles	6
Safe Road-Users and Road Use	9
Road Infrastructure	13
Transport Industry	14
Post-Crash Care	15
Miscellaneous.....	15

Abbreviations

ADB	Asian Development Bank
ADR	Accord Dangereux Routier
CITA	Center for Information Technology and Architecture
CVSA	Commercial Vehicle Alliance
DALYs	Disability-Adjusted Life Years
ESCWA	Economic and Social Commission for West Asia
Global NCAP	Global New Car Assessment Program
IACP	International Association of Chiefs of Police
ILO	International Labor Office
ITF-OEC	International Transport Forum Organization for Economic Co-operation and Development
JH-IIRU	Johns Hopkins International Injury Research Unit
LMICs	Low-and Middle-Income Countries
MoC	Ministry of Communications
NHA	National Highway Authority
NHMP	National Highway and Motor Police
NRSA	National Road Safety Authority
NRSC	National Road Safety Council
NTRC	National Transport Research Council
RSA	Road Safety Act
UNECE	United Nations Economic Commission for Europe
UNESCAP	United Nations Economic and Social Commission for Asia and the Pacific
UNESCWA	United Nations Economic and Social Commission for West Asia
UN Habitat	United Nations Human Settlement Programme
WB	World Bank
WHO HQ	World Health Organization Headquarters
WHO EMRO	WHO Eastern Mediterranean Region Office
WHO Pakistan	WHO Pakistan Office
WRI	World Resources Institute

Introduction

Globally about 1.3 million deaths occur as a result of road traffic injuries per year. Over 90% of the burden of road deaths is borne by low-and middle-income countries (LMICs) ¹. In 2017 alone, 3.74% (n= 53,008) deaths occurred due to road injuries, compared to deaths due to all other causes, in Pakistan. Road injuries also attribute to a high number (n= 3,062,922, 3.64%) of DALYs (Disability-Adjusted Life Years) in Pakistan ². This high burden of mortality and morbidity resulting from road injuries calls for attention to road safety laws and policies in Pakistan.

There are existing policies and standards for safer roads and mobility, however, Pakistan lacks regulations about vehicle safety standards. There are national laws addressing the major risk factors for road traffic injuries, such as, establishment of speed limits, seatbelt and helmet laws and laws about driving under influence and distracted driving, however, there is no law mandating the use of child restraints. Although, post-crash care is provided at the national and sub-national levels, there is limited emergency care system in place ³. Additionally, there is limited data collection on road traffic crashes ^{4,5}.

The Ministry of Communications (MoC) Pakistan in collaboration with the UK Department for International Development and the Asian Development Bank has developed the Pakistan National Road Safety Strategy 2018-2030. It follows guidelines coined in the Safe Systems approach, with a long-term vision that “no one should die or be seriously injured because of a road traffic crash”. The primary goal for Pakistan, however, is to lay down the foundations for road safety, by setting out goals, objectives, areas of intervention on major risk factors and a target for saving more than 6000 lives by 2030. This will be enabled by focusing on the 5 pillars of road safety ^{4,6}.

The draft Road Safety Act (RSA), dated October 3, 2019, was developed by Ministry of Communications Pakistan and NTU International with an aim to harmonize the road safety laws across Pakistan, as well as, enabling some degree of local autonomy of the provincial governments to adopt context-specific regulations. It encompasses the 5 pillars of road safety and includes a section on transport industry regulations.

Ministry of Communication in collaboration with World Health Organization and the Johns Hopkins International Injury Research Unit (JH-IIRU) conducted a legislative assessment of the draft RSA and institutional assessment of key stakeholder organizations working on road safety

¹ Available online at <https://www.who.int/news-room/fact-sheets/detail/road-traffic-injuries>

² Available online at <http://ghdx.healthdata.org/gbd-results-tool>

³ Global Status Report on Road Safety Geneva, Switzerland: World Health Organization 2018 [Available from: https://www.who.int/violence_injury_prevention/road_safety_status/2018/en/].

⁴ National Road Safety Strategy 2018-2030: A strategy to save more than 6,000 lives by 2030 Pakistan: Government of Pakistan, Ministry of Communication; 2018 [Available from: <http://www.roadsafetypakistan.pk/download/Pakistan-National-Road-Safety-Strategy-2018-2030.pdf>].

⁵ Mir M, Bachani AM, Khawaja H, Afridi S, Ali S, Khan M, et al. The Pakistan National Emergency Department Surveillance Study (Pak-NEDS): Introducing a pilot surveillance. *BMC Emerg Med.* 2015;15 Suppl 2:S1.

⁶ Available online at https://www.who.int/roadsafety/decade_of_action/plan/plan_english.pdf?ua=1

in Pakistan. To conduct the legislative assessment, a round of expert consultations was conducted. The goal of expert consultations was to identify gaps in the 2019 draft RSA and provide recommendations which would be presented to stakeholders during in-country consultations.

Methodology

Experts on the 5 pillars of road safety were contacted and requested to fill out a questionnaire designed to capture the gaps in the draft RSA, as well as recommendations to address the gaps.

Study Design

The primary aim of the expert consultations was to identify gaps in the draft Road Safety Act of Pakistan, dated October 3, 2019, and seek recommendations to address those gaps. Thorough document review of the draft act, and WHO and other international best practice guidelines were conducted. Following this, a questionnaire was developed, which was divided according to the sections of the draft act, namely, road safety management, safer vehicles, safe road users and road use, transport industry, road infrastructure, and post-crash care. It included open-ended questions on opinions about the provisions of the draft act, gaps identified, recommendations to improve the Act and references for the recommendations.

Sampling Frame

A list of international and regional organizations involved in road safety work was prepared by the World Health Organization (WHO) and Johns Hopkins International Injury Research Unit (JH-IIRU). This included the

1. Asian Development Bank,
2. CITA (Center for Information Technology and Architecture),
3. Delft University of Technology,
4. Global Law Enforcement and Public Health Association,
5. Global New Car Assessment Program (Global NCAP),
6. International Association of Chiefs of Police (IACP),
7. International Labor Office (ILO),
8. International Transport Forum Organization for Economic Co-operation and Development (ITF-OEC),
9. United Nations Economic Commission for Europe (UNECE),
10. United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP),
11. United Nations Economic and Social Commission for West Asia (UNESCWA),
12. United Nations Human Settlement Programme (UN Habitat),
13. World Bank,
14. World Resources Institute.

Study Participants

Individuals with specific expertise in one of the five pillars of road safety were approached (via emails) by JH-IIRU team ⁶.

Study Procedure and Implementation

In June 2020, the questionnaire along with a copy of the draft act was shared with 16 experts, who were requested to fill out the questionnaire. Of the 16 road safety experts, 10 responded, 5 declined and one could not be reached. The 10 experts who responded were from the following organizations: CITA, Global NCAP, IACP, ILO, UNECE, UNESCAP, UNESCWA, UN Habitat, and the World Bank. Some experts provided their feedback on the questionnaire, while some commented on the draft Act itself. All responses were returned via email. No personal identifiers were collected during data collection.

Data Management

All comments along with references provided were compiled into an Excel file, with separate worksheets for each section (e.g. one worksheet for road safety management, one for safer vehicles and so on). The data was reviewed by researchers from JH-IIRU and consultant from Pakistan, and a summary of findings and recommendations was compiled. The overarching recommendations and gaps were documented to be presented to stakeholders during in-country consultations.

Ethical Approval

Ethical approval for the overall project was sought from the Institutional Review Board of the Johns Hopkins Bloomberg School of Public Health, Baltimore, MD, USA.

Potential Recommendations

Details of recommendations are available in Excel format for each of the five pillars of road safety. Below are major recommendations and clarifications put forward by the experts.

Safer Vehicles

1. Vehicle Registration:

- No vehicle should be **exempt from registration**;
 - all motor vehicles must be registered except for agricultural tractors; motor vehicles being towed should not be exempted
 - where a motor vehicle draws one or more trailers, the sole trailer or the last trailer, if not registered, shall display the registration number of the drawing vehicle; agricultural tractors and vehicles with trade plates can be allowed on public roads without registration. Unregistered vehicles on public roads should not be allowed.
- Update vehicle registration authority's function to include checking if vehicles on public roads meet **environmental standards**; what are the environmental standards that must be met?
- Include that a company may apply for registration, include who is able to apply for registration (specify age, citizen/resident, foreigners etc.).
- There should be a single registration system for all of Pakistan.

- Clearly state the eligibility criteria a vehicle has to fulfil to be registered, also the eligibility criteria for applicants to apply for a register.
- Standards for registration:
 - The registration authority may refuse to register-- “if it appears that the vehicle, or part of the vehicle, has been illegally imported or manufactured”- define illegally manufactured; if a vehicle has been manufactured in contravention to required standards- what are the required standards? It is not a manufacturing standard rather the final product that is important.
 - Specify who develops standards for registration (*the draft act says the registration authority may accept as evidence a prescribed identification plate/ certificate*); what are the standards for registration?; important to refer to international standards for registration; standards for registration (technical standards) of three-wheeled vehicles are mentioned in Special resolution 1 World Forum for Harmonization of Vehicle Regulations (**SR1 WP.9**)- include this in the draft act (appendix 2, vehicles). There should be an authority in charge of standards for registration. Are there national standards for registration (provincial standards are available online)?
 - Regulation 14 -Seat belt anchorages, Regulation 16 -Safety belts & restraints, Reg. 94 - Frontal collision, Regulation 95 - Lateral collision, Regulation 13H (Global Technical Regulations, GTR 8) Electronic stability control, Regulation 127 (GTR 9) - Pedestrian protection, Regulation 44/129 - Child restraints, Reg. 78 (GTR 3) – Motorcycle anti-lock braking system (ABS)→ these UN standards are to be followed (or, Global Technical Regulations, or equivalent recognized national performance requirements are to be followed) for standards for registration.
- Link registration with vehicle approval, periodic technical inspections, insurance, end-of life- vehicles etc.
- Make **certificate of fitness** a requirement for maintaining registration for all vehicles, not just commercial vehicles; make **periodic inspections** mandatory for all vehicles, not just commercial ones; it is recommended to add provisions implementing a regulatory framework for the periodical inspection of old vehicles; have different rules for commercial vehicles’ inspections; follow 1997 Agreement on Periodic Technical Inspections (PTI) of vehicles and supporting Resolution on quality for PTI systems.
- Draft act says “Registration is not considered to be valid unless the vehicle carries a **certificate of fitness**”-- The entry of any vehicle to the traffic system should comply with safety requirements (whether imported or produced locally), this should be the condition for the registration of any vehicle.
- Vehicle Identification Number
 - *“replace VIN with registration number- since VIN is attached since manufacture, it is recommended that the VIN not be tied to standards for registration instead provide a registration number upon registration.”*

- VIN and a unique registration number is generally provided after registration.
- The draft act says that VIN is applied to a vehicle only if it conforms with the Standards for Registration, contradictory to this, it also says the registration authority can refuse to register if the vehicle is not fitted with an identification plate.
- Registration authority should **inspect VINs** to check if a vehicle is insurance, total loss, stolen, etc. (this recommendation contradicts with the one above).
- Use **1958 "vehicle regulations agreement"** for recognizing vehicles as safe (for the purpose of registration) e.g. regarding registration certification and number plate.
- Enable automatic reading of vehicle registration plates.
- Registration fees: only the rule should be set out by Road Safety Act (RSA), amount should be determined after further evaluation.
- Consider not requiring renewal for the first 3 years.
- Regarding cancellation or suspension of vehicle (sec. 17): whether a vehicle is in dangerous condition or not should be determined by technical inspection.
- Need to include registration of e-vehicles/ low carbon vehicles. List of vehicles should include e-vehicles. Is it too early to introduce legislation for e-vehicles?

2. Vehicle Classification

- follow United Nations Economic Commission for Europe's (UNECE's) definitions of vehicles/vehicle classification*
- Include definitions for moped and motorcycles (UNECE's special resolution 1 WP.29 defines motorcycles and mopeds).
- Follow **1968 convention for road traffic (1968 C for RT)** for correct motor vehicle categories.
- Definitions under vehicle classification to follow 1958 Agreement and its supporting UN Consolidated Resolution on the Construction of Vehicles R.E.3.
- 'Motor vehicle' should not be a vehicle category, it is a specific vehicle- follow 1968 C for RT.
- The definition of 'motor car' should include light pick-up and light minibuses, consider using 'light motor vehicle'.
- Include informal transport and its requirements.

*The Act presents definitions for articulated bus, bus, trailer, accredited commercial goods and passenger vehicles (TBD), heavy combination vehicle, heavy rigid vehicle, medium rigid vehicle, light rigid vehicle, motor car and motor vehicle. The definitions for articulated bus, and trailer matches with the definitions in SR1 WP .9 (UNECE). The remaining definitions do not match.

3. Having specific requirements for heavy vehicles, large commercial fleets; demand for having safety managers who will look for vehicle defects (*the act states that the National Highway and Motorway Police is to appoint motor vehicle examiners to check the roadworthiness of transport vehicles and to issue, or refuse to issue, no objection certificates for registration and route permits applications*) and make preliminary decisions on a driver's fitness for duty,

fatigue, drugs, or alcohol tests. Safety managers and fleet owners should be trained to recognize fatigue, alcohol and drug impairment. This needs to be on-going training to be familiar with and to ensure drivers are not operating any safety sensitive function with impairing substances onboard. Additionally, employers should be able to conduct pre-employment screening tests on drivers. Random, suspicious tests and post-crash tests are also needed (esp. for drivers driving heavy commercial vehicles).

- Is there an infrastructure set up to do safety inspections?
4. Certificate of roadworthiness of a commercial transport vehicle --The Commercial Vehicle Alliance (CVSA) has a robust program in place that could be used to create a and implement a safety program.
 5. Vehicles on public road also includes cycles.
 6. Vehicle rules should comply with Economic and Social Commission for West Asia (ESCWA) Agreement on Asian Highways.
 7. All vehicles in use on the road should meet the same safety standards.
 8. Vehicle type and parts approval and issuances of conformation certificates.

Safe Road-Users and Road Use

1. Sec. 58 → general obligations of a driver → include cyclists
2. Drink and/or drug- driving:
 - Include a definition for driving under influence.
 - Specify that it is an obligation to drive sober.
 - Specify a cut-off for blood and breath alcohol concentration above which a person is considered impaired.
 - Adding “impaired by ‘drugs’” not ‘drug’ since a combination of drugs may be present.
 - Consider training enforcement officers to be phlebotomists.
 - Penalty for driving under influence: consider ignition interlocks.
 - National Highway and Motorway Police would investigate into offences committed on national highways, does this also include driving under influence? It is not clearly specified.
 - Officers should be trained in standard field sobriety test training (SFST), advanced roadside impaired driving (ARIDE), Drug Recognition Expert (DRE).
 - The act mentions along with any other penalty, an offender may be subject to imprisonment for a certain period of time- it is not recommended to mix penalties/jail with road safety (as with insurance- see “no fault accident compensation insurance”).
3. Helmet standards:
 - Who sets standards? What are the standards?
4. Section 66, Encouragement to engage in unsafe behavior (see below): This section was confused with ‘distracted driving’; inclusion of something on distracted driving was recommended. This section also does not seem to belong here.

“A person shall not in a public broadcast, newspaper or magazine depict behaviour which would be an offence under any of the following provisions:

 - (a) *[fail to wear helmet];*

- (b) *[fail to wear seatbelt];*
 - (c) *[speeding on a public road]*
 - (2) *In this section “public broadcast” includes:*
 - (a) *television transmission;*
 - (b) *radio transmission;*
 - (c) *internet broadcast which is available to internet users generally or to users of a website which members of the public are able to access.*
 - (3) *It is a defence to a prosecution under this section if:*
 - (a) *the depiction was in the course of a news item;*
 - (b) *the event depicted is an actual event in which the illegal behaviour occurred;*
or
 - (b) *it is explained to persons who view the depiction that the behaviour is illegal.”*
5. No provisions limiting number of passengers to vehicles’ capacities. The maximum capacity of passengers of a vehicle should be defined during the registration. The main parameter is the number of seats with safety belt, but provisions for standing passengers in public transport shall be included.
 6. Having endorsements→ The draft act talks about codes (that were prescribed to facilitate the use of a single license document, i.e. driver’s license) which indicate the categories of vehicle which a person is licensed to drive on public roads. Are these codes the same as endorsements/ are there endorsements to drive certain types of vehicles, hazardous material loads, oversized loads, large buses?
 7. Regarding vehicle loads, vehicle weight, overweight/ over-dimensional vehicles:
 - For authorization of overweight/over-dimensional vehicles, it must be specified that this “can only be granted in case of indivisible freights or when indispensable for the conception of the vehicle”.
 - Loading rules—check with 1968 convention for road traffic.
 - Axle load, maximum total no. of axles, maximum load of trucks (45 tons) should be specified.
 - There should be a defined maximum vehicle weight, irrespective of vehicle or road category. Vehicle exceeding that maximum weight should require special permits to be driven.
 8. Rules about carriage of hazardous materials need to be specified, according to ADR (*Accord Dangereux Routier* -Agreement concerning the international carriage of dangerous goods by road) and other international standards.
 - Do hazardous materials (haz mats) loads require special training?
 - Replace ‘hazardous’ with ‘dangerous goods’ according to ADR.
 9. Move rules about haz mats and vehicle loads and dimensions to ‘commercial vehicle’ category (i.e. Move to Chapter 6: Transport industry).
 10. Seatbelts and child restraints use:
 - Exemptions for use of seatbelts need to be specified→ Installing safety belts in vehicles that were not originally equipped is not obvious, this needs to be specified.

- Need another law stating what a proper safety belt is and how it is attached to the vehicle.
- No need to exempt for rear seat passengers for vehicles with safety belts. For those with no safety belts fitted, no exemption to use the belts but exemption to install. No exemption for newly registered vehicles as they must have safety belts to be registered.
- Strong opposition towards the exemption for children under 3 held by an adult in the rear seat of a vehicle; special arrangements (car seats) to restrain children between 3 to 12 years should be made
- The rule about passengers wearing seatbelts in moving vehicles and vehicles that are stationary but not parked should be changed to “vehicles with engines on”, because use of seatbelt should be related to whether engines are on or not (irrespective of whether the vehicle is stationary or parked).
- Either seat belt or helmet should be mandatory for the three -wheeler riders and passengers.
- UN Regulations 14/16 governs seatbelts and seatbelt anchorages which should be implemented.
- Include a provision to make sure cars are fitted with seat belts.

11. Add provisions related to distracted driving.

12. Speed limit:

- Emphasize more on speeding. Clearly specify enforcement and penalties for speeding, differentiate speed limits for built-up and outside built-up areas.
- The draft act says it will specify speed limit by vehicle type in the ‘road code’. While the Road Safety Act determines the offences of exceeding the speed limit, **the road code should inform on the guiding principles of posting speed limits.** The speed limit themselves should be left to decisions of local levels (urban streets, zone 30, national highways, express ways, freeway, etc.
- Regarding imprisonment/ penalty for dangerous driving: Have a fixed definition/limit for speed that is considered ‘dangerous’.
- Speeding and overtaking are not mentioned in detail. Follow German law: <https://germanlawarchive.iuscomp.org/?p=1290>

13. Regarding travelling in a vehicle designed primarily for the carriage of goods: To ensure safety, all occupants need to be appropriately restrained, an enclosed space is not a sufficient safety requirement. UN Regulations 14/16 governs seatbelts and seatbelt anchorages which should be implemented.

14. License:

- Driving license rule should be homogenous in all jurisdictions.
- Is there push back for getting a license?
- Draft act states the following: “standardisation of driver license documents by prescribing codes which can be used on driver license documents to indicate those conditions. For example, S indicates the holder shall wear corrective spectacles or contact lenses when driving a motor vehicle” Such codes should be harmonized with European Union (EU) legislation (driving license directive).

- Medical fitness test and color blindness test should be mandatory for some vehicle categories; the elderly should be subject to medical tests, no discretion (see appendix 2, page 53, the act does required anyone above 60 years to be tested). Some test requirements should be specified- vision, deafness etc. Consider adding tests for deafness and other physical disabilities.
 - Categories for driver license needs to be in accordance to the 1968 C for RT. Consider the Categories of the International driving licenses according to UNECE or EU: International Convention on Road Traffic, of 8 November 1968 (2006 consolidated version), UNECE International Driving Permits Categories.
 - Include something on international driving license issued by Pakistan.
 - Recognize driving licenses issued by countries mentioned in 1968 C for RT.
 - Additional category of driving license (if the driver is being permitted to drive more than 1 vehicle type) should be shown in 1 document, according to 1968 C for RT
 - The govt of Pakistan should not be able to make rules about driving licenses issued in other countries – this violates the 1968 C for RT.
 - License and commercial vehicle driver accreditation should be clearly distinguished. For example, it should imply that a driver might be licensed to drive a bus, if the bus is registered as private. To drive a commercial bus, a driver should have a special accreditation in addition to the driving license for such vehicle.
 - Include prescriptions for driver license examination and quality assurance system for examiners.
15. Regarding driving school: Attending a driving school should be required to apply for driving license; driving school should be mentioned more in detail in sec. 22 (functions of Driver License Authority, DLA); aren't there standards to register a driving school? Minimum hours of driving experience are 120 in some jurisdictions (50 hours in the RSA).
16. Are driving licenses issued by different provinces mutually recognized or not?
17. Pakistan Road Code to follow 1968 Convention on Road Traffic Chapter II.
18. Regarding learner drivers:
- Why is a learner driver logbook necessary?
 - Consider having a digital logbook.
 - Should specify a minimum age requirement (sec. 29), it starts from 16 in some countries.
19. Regarding road users:
- Combine road user rules and driver rules.
 - Road users' rules should be different from drivers' rules (contradicts with the first recommendation).
 - Include cyclists, hand-cart pullers etc. to road users.
20. Regarding commercial driving offences: How to quantify if a commercial vehicle is not loaded correctly; and driver fatigue offence.
21. Order of offences should be according to severity.
22. Set out criteria to be met to become commercial transport drivers' instructors.

Road Safety Management

1. Who funds National Road Safety Authority (NRSA)? Who are they accountable to? What penalties do they have for people who don't follow rules? NRSA needs authority to perform without political push back. Questions about hierarchical setting of the NRSA
2. The NRSA should have a dedicated Executive Director, other than the Minister. The National Road Safety Council (NRSC) should preferably be headed by the Prime Minister or the deputy Prime Minister (not minister of communications as stated in the draft act).
3. National Road Safety Authority should be the national lead agency for road safety in Pakistan, with clear objectives, missions etc. National Council on Road Safety, which is preferably to be headed by the Prime Minister or Deputy Prime Minister. National Road Safety Committee, to be headed by the Minister of Communication. Road Safety Advisory Board. National Observatory on Road Safety. National Road Safety Fund, with clear sustainable sources of funding. Fund to be managed by NRSA.
4. Preferred layout of road safety (RS) management: **Lead RS agency** (a permanent body) with specific funding source, structure and location based on local context. The RS fund will be managed by the **Council**, which is not practical, it should be managed by the Authority and not the Council. Need to have a Council (which would be a coordination council and the decision-maker), and **NRSA** would play the Secretariat function of the Council. Need to have a provision for similar structure at the provincial level and specify funding flow from national to provincial level.
5. Definition of National Transport Research Council (NTRC) should be included.
6. No information on road safety database.
7. Merge driver licensing and registration authorities and computerize to align registration to licensing and devolve the functions to the provinces and territories.
8. Is the post-crash authority needed? Integrate systems to identify parties responsible for damage and injury and to address conflicts of interest between human occupants, system operator, insurers, and the public purse.
9. Will the National Highway Authority (NHA) focus on urban roads? Consider clarifying the roles.
10. "Approval authority" should be established for vehicle (types, parts, etc.) approval; this authority should be supervised.
11. An authority to supervise periodic technical inspections should be established.
12. Function of National Highway and Motor Police (NHMP): The act should set out clearly that NHMP should mainly monitor traffic risk and enforcement, and not be involved in non-safety issues.

Road Infrastructure

1. Include something on vulnerable road users- pedestrian and bicycle safety, scooters or other conveyances. Address with red light enforcement cameras for safety, cameras that can capture near misses. Land use with intersections designed to separate vehicles and pedestrians.

2. Follow **1968 convention for road signs and signals**.
3. The road authority should be responsible for ensuring road meets safety standards as specified. Clarify the role of road authority, if any, in accident investigation.
4. Not much about safe road design. Include concept of complete streets and safe infrastructure for different modes of transport including cyclists and pedestrians → <https://www.itdp.in/resource/complete-streets-framework-toolkit/>
5. Redraft this chapter entirely. Describe the role/functions of the Federal vs. Provincial vs. Territorial Government in Road Infrastructure Safety Management, it should also describe any requirement for road infrastructure safety management at the Policy level. Include road safety audit, network assessment, inspections etc.

Transport Industry

Operation of commercial vehicles falls under this chapter.

1. Move rules about hazmats and vehicle load and dimensions to ‘commercial vehicle’ category (Move to Chapter 6: Transport industry).
2. What is meant by “commercial operator”/ commercial operator management systems? Does this ‘systems’ include driving times and rest period for professional drivers?
3. Under this chapter, replace use of the term ‘transport vehicles’ with ‘commercial vehicles’
4. The transport industry regulations would set out procedures and fees in relation to operator and driver accreditation, however the fees should only have symbolic value and should not be a barrier against entry to the industry
5. What are the vehicle safety requirements that commercial fleet operators/managers should evaluate? What are the ideal masses and dimensions of commercial transport?
6. Include public service vehicles in this chapter- e.g. behavior of public service operators in terms of routes, driver accreditation, vehicle safety, overcrowding etc.
7. Include definition of commercial transport driver: refers to a person – whether wage-earning or not – who drives an accredited commercial goods or passenger [motor] vehicle, even for a short period, or who is carried on the vehicle in order to be available for driving if necessary → https://www.ilo.org/wcmsp5/groups/public/---ed_dialogue/---sector/documents/normativeinstrument/wcms_742633.pdf
8. The plate numbers of vehicles should enable direct recognition between commercial vehicles and the others.
9. Create a link between minimum age requirements for driver license (DL) and for commercial transport drivers.
10. Safe operation of road transport services is a shared responsibility/ chain of responsibility, include road transport chain authorities.
11. Rules for safety risk management should be included. Rules re: the following should be added—
 - commercial driver remuneration and pay
 - fatigue
 - the structure of the road transport industry

12. Rules for commercial vehicle accredited drivers should be set out clearly- minimum age, no. of years of being a license holder, procedures and tests, hours of work and rest for commercial transport drivers, payments etc. Also, vehicle plate numbers of commercial vehicles should allow us to distinguish between commercial vehicles and others.

Post-Crash Care

1. Regarding testing:
 - Drug and alcohol testing of surviving drivers
 - What tests are done on deceased drivers?
2. Regarding emergency care council:
 - The functions of emergency care council are incomplete
3. Who maintains national database for all vehicle crashes, namely fatal crashes? How will provinces feed data into it?
4. "Typically, a safety act is about the obligations of various road users. Here we have, commercial sector, penalties, insurance etc. I suggest separating them. It is not clear why the post-crash or the safety council are included".
5. Provisions of Article 31 of 1968 Convention on Road traffic need to be included.
6. Stakeholder consultations and lit review are needed to complete this section.
7. It would be good to have Ministry of Health's support from the beginning.

Miscellaneous

1. The division of responsibilities between federal and provincial governments need to be clarified. Also, the terms "harmonization" and "local autonomy" need to be described more in detail. How can law enforcement be 'federal' when road traffic is devolved to 'local authorities'?
2. Are there 3 jurisdictions—national, territory, and provincial? (Page 12)
3. Objectives (chapter 1 of draft Act)
 - Should include 'clean road use'
4. Road safety culture: If interested in examining traffic safety culture, Montana State University has a great program addressing culture; values, attitudes and beliefs we share about road safety, the intentions/willingness to obey the law or not, behavior around safety, strategies that lead to healthy outcomes.
5. Might want to consider "transformative change implementation".
6. Use internationally accepted definitions (provided by conventions) for roads, vehicles, number plates, registration certificates, etc.
7. Not sure what is meant by 'road rules'.
8. Replace the word 'guidelines' with 'rules' all through.
9. The Act overall appears to govern processes more than road safety itself.