



# Merry Christmas & Happy New Year

## NEWS IN BRIEF

**Brief Report on IRF Workshop** on “Development of Greener Roads”  
*(details on page 2 & 3)*

**IRF’s upcoming Conference** on “Status of Road Safety and Safe Mobility Initiatives in India”  
*(details on page 4)*

**Introductory Address by Mr. K.K. Kapila** at CEAI’s Annual Meet held on 28 November 2014  
*(details on page 5)*

**IRF & RA’s upcoming Regional Conference**, 4-6 May 2015  
*(details on page 6)*

**Next Senior Road Executives Programme**, 22 June-4 July 2015  
*(details on page 6)*

**IRF’s Mission**  
 To promote the development of roads and road networks that enable sustainable access and mobility for all

**IRF’s Vision**  
 A world of safe, sustainable, and efficient roads and road networks

**IRF’s Values**  
 Commitment to safe, smart & sustainable roads

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## FROM FOUNDER CHAIRMAN’S DESK



Dear Members,

Greetings from International Road Federation.

A year has passed since we brought out the first Issue of the IRF IC Newsletter and now it is again the time of year to wish all good things to all our friends and partners, who have been all along with us in taking our Mission forward. So let me begin by wishing each and every one of you and your dear ones a very Happy New Year, a year that is full of good health and cheer, peace, goodwill and prosperity.

At IRF IC, we have been working with missionary zeal to take our goals and objectives forward. We have kept you informed through our Newsletter as well as regular emailing of our various activities and initiatives. Our Seminars on road safety related issues and also the development of greener roads, have thrown up a large number of useful recommendations, many of which have already, and will in future, translate into policy.

IRF IC’s participation in SARF-IRF Regional Conference and Trade Fair in Pretoria, South Africa in September 2014, which showcased our talent and achievements, was a great success and has generated international interest in the Indian Road Sector. We are now working forward to the World Road Meet 2017, which will be held in India and would, I am sure, put us in a major way on the global road map.

I have faith in India’s tremendous potential and an increasingly keen desire amongst various stakeholders to develop accident free roads and steadily reduce road accidents, build trauma care facilities, so that even if accidents do take place, the patients get medical assistance as far as possible in the golden hour. Now is the time to take stock of the current Road Safety scenario, so as to develop a plan for the ‘way forward’, for which we are organizing a Conference on “Status of Road Safety and Safe Mobility Initiatives in India”

in January 2015, the details of which are available in this issue. Along with an array of eminent speakers, the Australian Trade delegation will participate in this event in a major way, through a dedicated Session sharing with us Australian road safety expertise. On this occasion, A Memorandum of Understanding would also be entered into by IRF and AusTrade. We hope that the intellectual ferment that this would generate, would help catalyze the energies of all stakeholders for meeting the commendable goals set by the UN Decade of Action for Road Safety of halving the statistics related to road accidents by the year 2020. We all have a responsibility to contribute our best towards achieving this goal. I hope that all of you will take out time to participate in the Conference and enrich the deliberations with your inputs, expertise and experiences.

Another initiative that is dear to my heart is our Bicycle Conspicuity Drive. We have so far been engaged on a daily basis in this exercise over the last year, except for a short interlude during the national elections. Our efforts in the West and the East zones of Delhi have so far provided conspicuity to around 1.5 million bicycles during the dark hours. Although by no means an inconspicuous number, we would like to take this activity to every corner of the country. You would appreciate that this is a Herculean task, which cannot be accomplished by IRF alone. We would be happy to have you partner with us in this cause, a cause which will indeed save valuable lives of vulnerable road users.

As we come to the end of this long and eventful year, I would like to thank all of you for your unstinted support, generosity and backing without which IRF could not have moved ahead. Our efforts have also received unfailing and unstinted support from our Nodal Ministry and I would like to acknowledge this with gratitude. I once again on behalf of my colleagues and on my own behalf, send you our greetings and good wishes for a happy, healthy, safe and prosperous New Year.

Warm Regards,  
 K.K. Kapila

IRF WORKSHOP ON "DEVELOPMENT OF GREENER ROADS"  
AT CRRI, NEW DELHI ON 15TH OCTOBER, 2014

To take its mission of Greener Roads forward, **International Road Federation - India Chapter (IRF IC)** and **Central Road Research Institute (CRRI)** with the support of **Ministry of Road Transport & Highways (MoRT&H)** organized a Workshop on Development of Greener Roads on 15th October 2014.

The programme was attended by large number of IRF members, representatives of road consultants and concessionaires. The programme was structured in three sessions: Inaugural Session and two Technical Sessions with a Question & Answer Slot at the end of each Technical session.

The Chief Guest on the occasion was Mr. S.N. Das, Director General, Ministry of Road Transport & Highways. Mr. L.K. Joshi, Former Secretary, MoRT&H and Chairman of the Environment Committee of Indian Roads Congress, Dr. S. Gangopadhyay, Director, CRRI and Mr. K.K. Kapila, Chairman, International Road Federation – Geneva Programme Centre were the other eminent speakers, who addressed the gathering. The vote of thanks was given by Mr. T.K. Amla, Secretary, IRF India Chapter.



**Mr. S. Gangopadhyay** speaking on the occasion talked of roads, an important component of the Transport Vector, being a public good. Greening roads should not be restricted only to construction activity, but should focus on the use of green material, equipment, saving of energy and water and also concentrate on land use activity. He talked of the need for an efficient public transport system with the focus on reducing both noise and air pollution. He commended IRF IC for its excellence in the field of road safety and stated that greenest road should be the benchmark. He was of the opinion that if the workshop formulates a model for a Way Forward, a project could be formulated in a networking mode by the Ministries of Road Transport & Highways, Urban Development, Environment and Forest and Research and Development Institutions such as CRRI, Indian Institutes of Technology and also concessionaires and road consultants.

**Mr. S.N. Das**, addressing the gathering, maintained that each of us in our professional and personal sphere can do our bit to save the environment or in other words to maintain and enhance what is green. He mentioned that the world with increased use of natural resources is gradually getting depleted, polluted and degraded. Giving the example of the construction and maintenance of a 100 kms length of two lane carriage way involving consumption of 5 to 6 lakh kl of water and 36 to 45 lakh



metric tons of raw materials per year, generating 6 to 8.5 lakh metric tons of waste material and emission of 500 to 1200 tons of carbon dioxide per year, he said that if one were to multiply this by 138,000 kms of roads in India, the pollution generated would be immensely huge.

Transportation is the second largest global emitter, emitting around 13% of total green house gas (GHG) emission. In India, Transport Sector contributes 7.5% of total GHG emission, of which road transport alone has a share of 87%.

Given the magnitude of the above, the "green" concept of roads needs to be developed holistically. He mooted the idea of an umbrella concept for "Green Roads" and desired that the guidelines for the same need to be framed. It is necessary to keep track over time and quantify the nation's contribution towards conservation and enhancement of natural resources.

In general, the "greener" road in comparison to a conventional road should essentially provide for among others, reduced raw material usage; recycling or reuse of industrial waste/by-products/demolition waste; reduced energy use through adopting innovative technologies; steps to reduce pollutants and waste and concentrate on promotion of human health and safety as well as optimization of habitat and land use.



**Mr. L.K. Joshi** commended the organizers for holding a Workshop on a subject that occupies center stage in a public policy discourse. He spoke nostalgically of road stretches that were existent in the past, such as the Jaipur-Kishangarh Road, which had been lined with Neem trees and the Pune to Khadakvasla stretch which was bordered by humongous Banyan trees, which over time had to be felled. Any intervention leads to disturbance of environmental balances. The course of the development process, building of roads, human habitat etc. leads to demolition of hills, felling of trees as a result of which pollution is rampant, noise decibels unbearable, and water courses are affected. Pollutants to lakes and streams result in lakes vanishing, wild life destruction and habitat fragmentation.

*Fast drive could be Last drive - DO NOT Overtake!*

The need for combating this dismal scenario, he mentioned is two-fold; first, a quantification of environmental pollution / corruption / disruption that is a result of road construction and second the need to evolve mitigation steps to reduce the impact of road construction. He stressed the need for recycling and reuse of waste material, such as remnants of asphalt and debris to be a substitute of aggregates in road building.

He hoped that the Workshop with its concentration of experts would deliberate fruitfully and meaningfully on these issues and that the Workshop discourse would yield concrete steps for taking the green concept ahead.



**Mr. K.K. Kapila** opened his remarks with the statement “What is concealed from sight often goes unheeded”, or as is said 'out of sight out of mind'. Since the impact of climate change is not immediately discernible, its seriousness seems to trickle down very slowly, although it is an extremely serious issue.

He highlighted and presented statistics of the mammoth, cumulative & far flung impact of increased Green House Gas (GHG) emission, which is the cause of environmental degradation and climate change or global warming phenomenon. Yet in particular the developing world has done very little in this regard.

He spoke of IRF IC's efforts in advocating environment friendly road construction and developing for this purpose, a calculator called CHANGER to assess the GHG emission during road construction. IRF has held a number of workshops for promoting the green roads practices. Recently, to pursue the “Mission of Greener Roads” aggressively, a Co-ordination Committee comprising of representatives from Ministry of Road Transport and Highways (MoRT&H), Central Road Research Institute (CRRI) and IRF has been formed.

For development of new roads, he mentioned that with the felling of trees on the road sides, the pollution increases. Noise pollution and construction debris also are pollutant effects. It is important that trees should not be cut but transplanted. Transplantation technology should be mastered and effected and an incentive should be kept for successful transplantation of trees. He suggested that if transplantation is successful in more than 50% cases, a certain amount of financial incentive could be considered to be given to the contractor/concessionaire. The incentive can be progressively increased in case the success rate increases to 60% and so on.

For addressing noise pollution in inhabited areas he suggested that sound barriers should be provided. We should examine and identify sound absorbent material

for this purpose. Construction debris should be utilized in construction of base layers of roads or construction of bricks. In no event should it be left on the road side as presently happens.

In conclusion, he hoped that the Workshop's discussions would become the base for further development of the “Mission for Greener roads”. To give a boost to the mission of greener roads, Mr. Kapila announced his intention of instituting 2 annual awards. One such award would be for the best design of green roads and the second award would honour the best construction of green roads.



At the end of the Inaugural Session, Mr. T.K. Amla gave a vote of thanks. He thanked the chief guest, dignitaries on the dais, all the eminent speakers and above all the participants for their presence and support.

**Main Points** arising from the presentations and interactive sessions are summarized below:

- Localization of CHANGER & addition of Life cycle module to it
- Life cycle cost analysis shall be compulsorily worked out in all DPRs
- Holistic guidelines for greener roads are required to be framed
- Ministry have started taking initiatives for developing greener roads through circulars on tree transplantation, road construction considering GHG emission, promoting the usage of new technologies in road etc.
- National Innovation council has been set up by the MoRTH and Green Highway has been identified as a nodal area. This decade is being observed as Decade of Innovation
- Moisture resistant roads using Nano water proofing technology for roads
- Use of waste plastic in road construction
- IRF has announced 2 annual awards on best green roads design and best green roads construction. Results to be declared next October or November
- MoRT&H shall also think of awards to incentivize the work on green roads
- Non-motorized vehicles shall be promoted



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# Status of Road Safety and Safe Mobility Initiatives in India

# 15-16 JAN 2015

Venue : India International Centre, New Delhi, India

The Conference on the theme of Status of Road Safety and Safe Mobility Initiatives in India, being held on 15-16 January 2015, is a culmination of the *Road Safety Week 2015*, which is observed annually by the Ministry of Road Transport and Highways all over the country. It will take stock of the status of road safety and safe mobility initiatives in the country over the past few years. This exercise acquires greater urgency in view of the framework and the schedule laid down by the 'UN Decade of Action for Road Safety' for halving the number of road accidents, fatalities and injuries in the world by the year 2020. The Decade of Action has been accepted by the Government of India.

Supported by :



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Ministry of Road Transport and Highways  
(Government of India)



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Ministry of Urban Development  
(Government of India)



## Tentative Programme :

### DAY 1 (15TH JANUARY 2015, THURSDAY)

0900 – 0930 : Registration  
0930 – 1030 : Inaugural Session  
1030 – 1100 : Tea / Coffee  
1100 – 1300 : I Technical Session  
*(Legal Initiatives for Road Safety)*  
1300 – 1400 : Lunch  
1400 – 1545 : II Technical Session  
*(Road Safety – Engineering Measures)*  
1545 – 1610 : Tea / Coffee  
1610 – 1800 : III Technical Session  
*(Education and Awareness)*

### DAY 2 (16TH JANUARY 2015, FRIDAY)

0945 – 1130 : IV Technical Session  
*(In-vehicle Safety and Trauma Care)*  
1130 – 1200 : Tea / Coffee  
1200 – 1330 : Australian Road Safety Expertise  
Session – An Australian Perspective  
1330 – 1430 : Lunch  
1430 – 1600 : Concluding Session

## Conference Sponsorship :

Sponsorship Category	INR (₹)*	EURO (€)
Principal Sponsor	10,00,000	13,000
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4 Delegates, Display of Logo & 1/2 page Advertisement		
Bronze Sponsor	2,00,000	3,000
3 Delegates & Display of Logo		

## Delegate Registration :

Registration fee	National*	Overseas
IRF Members	₹ 8,000	€ 200
Non-IRF Members	₹ 12,000	€ 300

\* (+ Service Tax as applicable)

## Registration includes:

Two-Day-Programme, Coffee Breaks, 2 Lunches and Delegate Kit

For any queries about the programme, speaking slots, delegate registration and sponsorship, please write to us: [india@irfnet.ch](mailto:india@irfnet.ch)

*Limbs are precious, lose them never. Use Safety Gears to save forever.*

CEAI ANNUAL MEET ON  
"ROLE OF CONSULTING ENGINEERS,  
CONTRACTORS, DEVELOPERS AND AUTHORITIES  
IN INFRASTRUCTURE DEVELOPMENT"

28th November 2014

**Introductory Address by Mr. K.K. Kapila,  
Chairman, IRF GPC**

In his introductory remarks, Mr. Kapila mentioned that the Seminar aimed at a common consensus with regard to the impediments assailing the key infrastructure segments of Railways, Roads, Aviation, Ports, Power and Real Estate. The comprehensive recommendations of the Seminar to remove impediments to the growth of each infrastructure sector would be presented to the Government of India to enable an action plan with timelines for correction.

Reviewing the current scenario in terms of numbers, length, capacity and infrastructure, he pointed out that despite projected total investment doubling in the 12th Plan, India's infrastructure facilities compare rather unfavourably with other developing countries, in particular the Asian countries. Signalling a break from the traditional approach of keeping the infrastructure activity within the public sector, the Government of India has in the last five years or so significantly promoted the private sector investment in infrastructure, largely through the Public Private Partnership or PPP mode.

However, the good intentions would only succeed when current impediments to growth of each infrastructure segment are removed. These are like inherent diseases which prevent a clear growth trajectory. Impediments to land acquisition, environmental clearance, ban on quarrying etc. cause delay and even scare off entrepreneurs with deep pockets. The nation is facing its consequences through a terrible slow down on projects across the spectrum.

Inadequate planning and launching of projects based only on feasibility studies has been a grave mistake. Corrective steps, particularly in holistic project preparation and the historic agreement between the Ministries of Road Transport and Railways on construction of ROBs and RUBs are laudable.

For PPP to succeed as a model, mindset change is needed. The bureaucracy needs to correct its approach, aberrations such as seeking no claims letter before any EOT is given, send a wrong message and have to be corrected.

Blanket ban on coal mining to contain corruption and used as a punishment are impediments to growth. While onus may be penalised financially, stopping production totally is harmful and should be avoided, was his humble submission to the Judiciary.

Progress is not a prerogative of the industrial sector

alone, but needs support from the socio political environment of the country.

Appreciating the decision of not going in for an appeal in the High Court verdict on the Videocon case, which he felt augured well for investment in India, he pointed out that for maintaining a sustained investment, reorientation/revamping of existing infrastructure and introduction of newer world class infrastructure such as high speed rail, modernization and redevelopment of railway stations, airports, development of expressways, world class transmission and distribution networks, etc, have to be undertaken in a time bound manner.

However, to achieve this growth trajectory, the impediments which need to be addressed were two-fold :

- Correction of the anomaly in respect of Service Tax
- Award of Works on least cost basis may not necessarily result in qualitative solutions

He appealed to the Hon'ble Union Minister of Road Transport, Highways and Shipping, Shri Nitin Gadkari, to be a crusador to bring the infrastructure sector on track, an exercise in which he pledged that all concerned would assist in all possible ways.

ROAD SAFETY WEEK CELEBRATION  
11-17 JANUARY 2015

IRF with a support of Ministry of Road Transport & Highways (MoRT&H) and Ministry of Urban Development (moUD) is organising a Conference on 'Status of Road Safety and Safe Mobility in India' on 15-16 January 2015 at India International Centre, New Delhi.

The Conference is being planned as a culmination of the Road Safety Week 2015 being celebrated by MoRT&H all over the country.

Many initiatives have been undertaken in the past by multi stakeholders of the road sector. However, a great deal still remains to be achieved. The Conference will recapitulate the status of road safety and safe mobility initiatives, to identify the gaps that remain and map out a road plan for taking the cause forward in the years ahead.

This exercise acquires all the more urgency in view of the framework and schedule laid down by the UN Decade of Action for Road Safety for reducing the number of road accidents, fatalities and injuries to 50% by the year 2020, dully accepted by the government of India.

The Conference sub-themes would address the following issues :

- **Legal Initiatives for Road Safety**
- **Road Safety – Engineering Measures**
- **Education and Awareness**
- **In-vehicle Safety and Trauma Care**
- **Australian Road Safety Expertise Session - An Australian Perspective**

*When on Road - BE ALERT. Don't Get Hurt.*

## UPCOMING EVENTS

### IRF & RA REGIONAL CONFERENCE ASIA AND AUSTRALIA, 04 - 06 MAY 2015

**In a joint statement, IRF Geneva Chairman, Kiran Kapila, and Roads Australia President, David Stuart-Watt, said the Conference would bring together industry leaders from both the private and public sectors to share learning and strengthen regional relationships.**

**“Australia is regional headquarters to many international players and has a strong local road industry. This Conference takes place at a time when two of the biggest urban road projects ever undertaken in Australia are getting underway. Our local industry is innovating and thriving, and we have a great story to tell.”**

The first ever joint regional conference hosted by the International Road Federation (IRF) Geneva and Roads Australia (RA) is scheduled for May 2015 in **Sydney, Australia**. The Conference is expected to draw road industry leaders and dignitaries from across Asia and the Pacific.

The IRF – RA Regional Conference for Asia and Australasia will take place between May 4 and 7 2015, coinciding with the United Nations' Global Road Safety Week.

Road safety will be a key theme of the Conference, alongside innovation and value-for-money procurement and delivery of infrastructure.

Dignitaries from governments across the region will be invited to Sydney to spell out their commitment to road safety and progress in meeting the goals set in the Decade of Action.

For more information, visit: <http://www.irfnet.ch/australia2015>.

### IRF ROAD SAFETY CHALLENGE FOR AFRICA, ADDIS ABABA, ETHIOPIA, 11 - 12 MARCH 2015

Each year nearly 1.3 million people die as a result of a road traffic collision - more than 3000 deaths each day - and more than half of these people are not travelling in a car. Twenty to fifty million more people sustain non-fatal injuries from a collision, and these injuries are an important cause of disability worldwide. 91% percent of road traffic deaths occur in low- and middle-income countries, which claim less than half the world's registered vehicle fleet. Road traffic injuries are the leading cause of death among young people aged 15-29 years. Unless immediate and effective action is taken, road traffic crashes are predicted to result in the deaths of around 1.9 million people annually by 2020 (Global status Report 2013).

General Assembly resolution 64/2551 of March 2010 proclaimed 2011–2020 the Decade of Action for road safety, with a global goal of stabilizing and then reducing the forecasted level of global road fatalities by increasing

activities conducted at national, regional and global levels.

Road traffic injuries can be prevented. With this initiative, IRF wishes to keep Road Safety high in the agenda, encourage concrete, measurable implementation, and launch a debate on the issue of data and the importance of monitoring and evaluation. Good quality data are the foundation of any targeted road safety approach.

**IRF plans to acknowledge the African country which performs best in delivering on the Decade of Action Plan, with an award during this conference.**

### SENIOR ROAD EXECUTIVES PROGRAMME 2015 22 JUNE TO 4 JULY 2015

Organised by the University of Birmingham in association with the International Road Federation (IRF) in Geneva, this intensive training course consists of four linked, 3-day, intensive residential courses delivered by experts of international repute. Specially tailored to senior road executives from emerging economies and developing countries, the course has been designed to disseminate, in an interactive way, recent cutting edge advances in sustainable roads. Participants attending the full course will qualify for the prestigious IRF Certificate of Sustainable Roads Management.

The course helps you to:

- Participate in lively debate and discussion
- Discover solutions to problems faced in your country
- Network with like-minded road professionals
- Gain the IRF's prestigious Certificate of Sustainable Roads

The 2015 edition of SRE will be held from 22 June to 4 July 2015 in the School of Civil Engineering, which lies at the heart of the University of Birmingham in the UK.

Enquiries about this programme can be sent to: [sre@contacts.bham.ac.uk](mailto:sre@contacts.bham.ac.uk).

## MEMBERSHIP OF IRF INDIA CHAPTER

IRF IC is a membership-based organization, representing corporate and institutional players and stakeholders in the road infrastructure sector in the country. Road safety has been at the core of IRF IC's activities, which also promotes “green road” approach. IRF IC has made a dent in policy through advocacy.

IRF IC invites all stakeholders in road sector to join it as members and contribute to the efforts for better road infrastructure and safety.

Contact us:

**International Road Federation – India Chapter**

“CEAI Centre”, 2nd Floor, OCF Plot No. 2

Sector 9-B, Vasant Kunj, New Delhi – 110070

Tel: +91-11-26898475 / 96

Email: [india@irfnet.ch](mailto:india@irfnet.ch); [news@indiairf.com](mailto:news@indiairf.com)

Website: [www.indiairf.com](http://www.indiairf.com)

*Road safety is a cheaper & effective insurance.*