



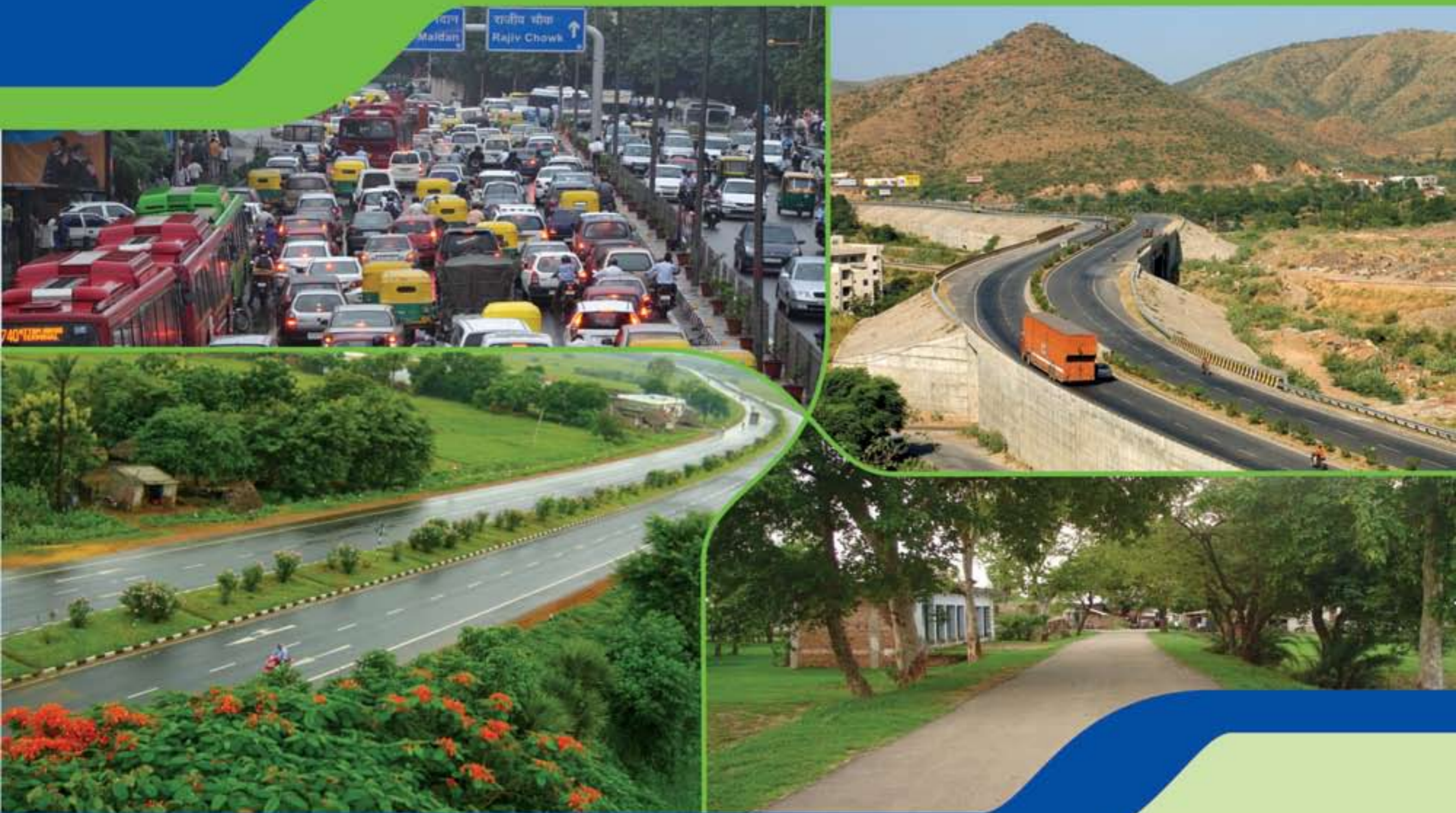
8<sup>th</sup> IRF Regional Conference

# Road Infrastructure for Safe Mobility

India Expo Centre, Greater Noida, Delhi NCR

Organised by :

**International Road Federation -India Chapter**



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Supported by :



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Ministry of Road Transport and Highways  
Ministry of Urban Development  
Ministry of Rural Development  
(Government of India)



Central Road Research Institute

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# 8<sup>th</sup> IRF Regional Conference

The 8th Conference in the IRF Regional Conference series aims to address the critical issue of the requirements of safer roads through the theme of **'Road Infrastructure for Safe Mobility'**. The Conference will provide a platform to deliberate upon and resolve all pertinent issues of safety related to road infrastructure, such as:

- Safety concerns of high speed roads
- Design for safety of urban and rural roads
- Intersection design for higher safety
- Technology for managing traffic & safety
- Road safety management capacity
- Safety of vulnerable road users
- Enforcement issues linked to road safety
- Infrastructure safety through Road Safety Audit
- Safety in road projects with Public Private Partnership
- Organizational coordination for road safety
- Road safety awareness campaigns
- Monitoring and evaluation of road safety projects
- Research on road safety

India's infrastructure development programme has received appreciation of world communities and has totally changed the global perception about India's infrastructure development. While earlier Plans did also make systematic efforts in this direction, more



## Conference Venue

The conference will be held at **India Expo Centre and Mart**, Knowledge Park II, Gautam Buddha Nagar, Greater Noida 201306, Delhi NCR.

## Conference Registration

Registration fee	National	Overseas
IRF Members	₹ 10,000	€ 600
Non-IRF Members	₹ 15,000	€ 900

## Conference Sponsorship

Sponsorship Category	INR (₹)	EURO (€)	Complimentary Facilities
Principal Sponsor	7,50,000	11,000	Six delegates, one colour page in Souvenir and 9 sqm exhibition stall
Sponsor	4,50,000	6,500	Three delegates & one colour page in Souvenir
Co-Sponsor	2,50,000	3,600	Two delegates & one colour page in Souvenir
Lunch Sponsor	4,50,000	6,500	Three delegates & one colour page in Souvenir



recently, the 12th Five Year Plan (2012-17) has envisaged an investment in the infrastructure sector equivalent to US\$ 1 trillion, of which about US\$ 300 billion is expected to be the share of the road sector, a sector that has seen a quantum shift in policies over the last one decade. Within just a decade, the mobility scenario of the country has undergone complete transformation as a result of the implementation of major programmes of the Government like National Highways Development Project (NHDP), Pradhan Mantri Gram Sadak Yojana (PMGSY), Jawaharlal Nehru National Urban Renewal Mission (JnNURM) and other State road projects. Global recession also could hardly touch India's economy primarily due to the committed and vibrant infrastructure programme under implementation. For the Indian Economy to continue to grow in a sustained manner at 8-10%, infrastructure will have to be further improved and made smarter and more efficient in the coming time.

The major part of the large and diverse network of 4.2 million kilometres of road network in India requires substantive upgradation for providing uniform mobility to the 1.2 billion people across the country. Also, India's sustained and high economic growth has fuelled fast urbanization, further leading to upward spiralling of the demand scenario for road transport across rural and urban India. Presently,



the country has 53 cities with more than 1 million population (2011 Census) and the number of cities is projected to grow to 70 in the next two decades. Further, India, now indigenously producing a wide range of passenger and commercial vehicles, is fast becoming a major manufacturing hub of motor vehicles in the world. Along with contributing to sustained growth of the economy, this has also generated a high growth of vehicle ownership, particularly in urban areas, which is creating further problems of congestion and pollution.

Road safety outcomes of all road sector developments have been extremely poor. With a near 150,000 road fatalities in 2011, India's record of road safety is dismal and alarming. This calls urgently for a systematic action plan to tackle this

## Objectives of the Conference

Every year, a large number of people are killed and injured on roads in developed and developing countries, with 90% of deaths occurring in less developed countries. With rising purchasing power of the average Indian, motorized vehicle ownership is growing at a fast pace, both in urban and rural areas of the country. The poor and inadequate public transport provision in cities, particularly the second-order cities, has also compelled the population to use private modes more often than ought. With around 150,000 people meeting with violent death in 2011 on roads in India, the new generation high speed roads accounting for a significant share of the same, India has the dubious distinction of having the highest number of road fatalities in the world. Poor public education and awareness in respect of road safety is a critical dimension that further aggravates the problem.

The UN General Assembly proclaimed a Decade of Action for Road Safety 2011-2020 with a goal of

stabilizing and then reducing projected road traffic fatalities by 50% by the end of this decade. Safety that ought to be inbuilt in the road traffic system and traffic engineering practices, has yet to find an appropriate place and receive due importance in road system developments and operations in India. Road safety issues are therefore mainly linked to poor road geometry and poor traffic control, aggravated by abysmally low or absent traffic discipline.

The daunting task of reducing road fatalities requires a multi-pronged approach with a structured plan of action. IRF India Chapter has been in the forefront of championing the cause of road safety, and has taken up the task of sensitizing the general public, planners and engineers, road managers, enforcement agencies and all other stakeholders to tackle this man-made calamity with extra zeal and passion. The Conference aims to focus on required know-how and technologies available globally as also highlight best practices for improving road safety in India.

man-made calamity. It is estimated that India annually loses 1-2% of its GDP accounting for more than Rupees 100,000 crores (US\$ 22 billion), due to road accidents, every year. The UN Decade of Action provides a framework of concerted action by every nation including India to comprehensively address this human tragedy, which is fast spreading like an epidemic.

Scientific analysis of accident data in India and the developed world has shown that infrastructure has a strong correlation with the failure of the driver, in 50-60% of road accidents/crashes, pointing to the necessity of building not only roads, but safer roads, duly considering all human limitations.

The Conference, which would highlight these issues and seek solutions, shall be attended by officials and executives from Central and State Government organizations (road authorities), transport departments, concessionaires, contractors, legal and insurance officials, enforcement agencies, researchers, academicians and NGOs. All stakeholders of the road sector have responsibility to assist the government to formulate and implement a practical action plan to ameliorate the dubious distinction of India's high rank in road safety carnage.

An important feature of the Conference will be the parallel 2nd Edition of InterTraffic India-2013 Exhibition, which would provide an exposure to the latest developments in traffic and road safety technologies. The Exhibition will house one of the world's largest demonstration of traffic technologies, with both international and local



organisations from India showcasing their state-of-the-art products and services to participants.

The objective of the Eighth Conference in this series is to seek appropriate solutions, specifically for road infrastructure development, with a careful balancing of both mobility and safety objectives. It will deliberate on themes of particular concern for road infrastructure with lack of built-in safety being developed around the world.

## **Benefits to Participants**

Eminent experts with varied expertise and experience of road safety and related issues will make presentations and help assist in developing targeted actions for achieving road safety in the development of infrastructure, befitting the environment. The Ministries of the Government of India as the key stakeholders involved in the two major road development programmes in India, would be actively involved in the Conference along with other public and private sector organizations

and NGOs concerned with the cause of road safety.

The intensive deliberations of the 3 day Conference would provide delegates with ample opportunity for one-to-one interaction with experts, other participants as well as exhibitors, for seeking solutions to their specific problems, besides also allowing for renewing contacts and networking. An intellectually enriching experience for the delegates on the professional front, the Conference would also leave them with a memorable glimpse of India.

The 2nd edition of InterTraffic India 2013, bringing together under one roof, all advancements and innovations in traffic technology from all over the world, will also be held concurrently with the 8th IRF Regional Conference. This rare combination of two major events will be a truly rewarding experience for one and all.

## About IRF

The International Road Federation (IRF) is a not-for-profit worldwide federation of public and private entities promoting road development to improve the socio-economic benefits. Its membership extends across more than ninety countries in six continents. The IRF offers its members an international platform in the road sector. Members come from consulting engineering and planning,

construction, highway concessions and operation, equipment manufacturing, universities and research institutes, road directorates and ministries in charge of transportation infrastructure and communications. To the governments and financial institutions, the IRF provides a wide base of expertise for planning road development, strategy and policy.



## About IRF India Chapter

International Road Federation has been active in India since 2005. On maturing the roots, IRF India Chapter was established on 5th February 2009 under the aegis of IRF Geneva Program Centre. It is registered under the Societies Registration Act XXI of 1860 as an NGO with its aims and objectives in consonance with the parent body IRF. Therefore, India Chapter has formulated its activities about advocating for economic, safer and sustainable roads through improved design, construction, maintenance and management. It is bringing together Indian members engaged in road infrastructure related business from both private and public sectors. It also contributes to the credibility, recognition and qualities of Indian road professionals, and continues to work in special areas of expertise, such as (i) Road Safety (ii) Environment (iii) Road Finance and (iv) Intelligent Transport System (ITS).

India has embarked on a huge road development programme, and these have surely changed the manner in which the roads were built in the past. All these developments are required to be compliant to the highest level of safety to make forgiving roads only. IRF India Chapter has taken up the theme of Road Safety as its Mission. It has been able to convince the Ministry of Road Transport & Highways about the serious concern of road safety in India which is having highest number of road fatalities in the world. It organizes the Annual Conference on road safety theme with the support from the nodal Ministry of Government of India, and this series of conferences is recognized as the most coveted road safety conference in the region with participation from both developed and developing countries. Further, it has adopted a multi-prong approach to its advocacy for improving the road safety scenario in India.



India Chapter

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