

Programme Structure

Day One (05 October 2015) Monday

Duration (Hrs.)	Title/Theme/Activity	Topic of Presentation
0900 - 1000	Registration	
1000 - 1100	INAUGURATION	
1100 - 1130	Tea/Coffee Break & Networking	
	Keynote: Targeted Road Safety Vision for the World	
1130 - 1330	Plenary Session: Decade of Action for Road Safety (Five Pillars)	Road Safety Management: road safety policy & strategy, coordination, legislation and capacity of various stakeholder agencies Safer Roads and Mobility: potential safety features in the road network for all road users, traffic engineering measures and information technologies (e.g. ITS) for improved road safety, and forgiving roads with inherent safety Safer Vehicles: vehicle safety technologies for active & passive safety and enhancing safety of the existing fleet by inspection and maintenance regime Safer Road Users: modified road user behaviour through improved enforcement of laws and regulations, robust driver training and licensing process with public awareness / education; community participation Post-Crash Response: responsiveness to post crash emergencies, appropriate emergency treatment in Golden Hour and institutional set-up for rehabilitation
1330 - 1430	Lunch Break & Networking	
1430 - 1600	Technical Session I Road Safety Management	Road Safety Management Capacity – national, state and local levels Panelists' Interventions & Responses Sharing of experiences in states; role & responsibilities of nodal officers (Problems / Difficulties & Prospects)
1600 - 1630	Tea/Coffee Break & Networking	
1630 - 1800	Technical Session II Safer Roads and Mobility	Safer Roads and Mobility – safe infrastructure including induction of IT systems / technologies, and to achieve the forgiving roads through mandatory safety audits Panelists' Interventions & Responses Sharing of experiences in states (Problems / Difficulties & Prospects)
1830 onward	Cultural Programme, Networking, Cocktail and Dinner	

Day Two (06 October 2015) Tuesday

Duration (Hrs.)	Title/Theme/Activity	Topic of Presentation
0930 - 1100	Technical Session III Safer Vehicles	Safer Vehicles – providing vehicular safety devices to reduce road accidents and fatalities Panelists' Interventions & Responses Sharing of experiences in states & possibilities in retrofitting (Problems / Difficulties & Prospects)
1100 - 1130	Tea/Coffee Break & Networking	
1130 - 1300	Technical Session IV Safer Road Users	Safer Road Users – improve road user behaviour through improved enforcement of laws and regulations, awareness drive and public education Panelists' Interventions & Responses Sharing of experiences in states (Problems / Difficulties & Prospects)
1300 - 1400	Lunch Break & Networking	
1400 - 1530	Technical Session V Post-Crash Response	Post-Crash Response – emergency response with trauma care in Golden Hour for saving disability and life Panelists' Interventions & Responses Sharing of experiences in states & supreme court orders (Problems / Difficulties & Prospects)
1530 - 1600	Tea/Coffee Break & Networking	
1600 - 1730	Technical Session VI Funding of Road Safety and Monitoring & Evaluation	Sustainable Funding for Road Safety – innovations and PPP options Panelists' Interventions & Responses Sharing of experiences in states (Problems / Difficulties & Prospects)
1730-1830	CONCLUDING SESSION: Realizing Road Safety in the Nation, State and Local Levels (road safety strategies, plans and targets with legal instruments supported by data-led evidential research; designation of lead agency with capacity to deliver countermeasures as well as monitoring implementation and effectiveness) Conference Recommendations: Conference Chairman	
1830 onward	High Tea & Networking	

About The Organiser: IRF India Chapter

International Road Federation (IRF) is a not-for-profit worldwide federation of public and private entities promoting road development, with membership across more than ninety countries and six continents.

The India Chapter (IRF-IC) functioning under the aegis of IRF Geneva Program Centre, was registered on 5th February 2009 under the Societies Registration Act XXI of 1860, having aims and objectives that are in consonance with those of its parent body. IRF has been active in India since 2005, and accordingly IRF-IC works for economic, safer and sustainable roads through improved design, construction, maintenance and management. It brings together a formidable body of expertise and experience of its Indian members, from both private and public sectors, engaged in road infrastructure development and related business for furthering the cause of (i) Road Safety (ii) Environment (iii) Road Finance and (iv) Intelligent Transport Systems (ITS).

India's huge road development programme requires road building to be compliant to the highest level of safety and to make the roads forgiving. As it fast tracks its mission of road safety, IRF-IC has garnered support from all related Government and private sector bodies. It works closely with the Ministry of Road Transport & Highways to address the serious concern of road safety in India, which has the highest number of road fatalities in the world.

Our Contact Details:



**International Road Federation
(India Chapter)**

'CEAI Centre', II Floor
OCF Plot No. 2
Sector B-9, Vasant Kunj
New Delhi - 110070, India
Tel.: +91-11-26898475/8496
Email: india@irfnet.ch
Website: www.indiairf.com



9th IRF Regional Conference
**ROAD SAFETY INITIATIVES:
STATUS AND THE WAY FORWARD**

5-6 October, 2015

India Habitat Centre
New Delhi, India

Supported by :



9th IRF Regional Conference

ROAD SAFETY INITIATIVES : STATUS AND THE WAY FORWARD

Lack of road safety globally kills more people than malaria and tuberculosis, and will soon match the record of HIV/AIDS. A silent killer epidemic with no country or region excluded from its tentacles, the social trauma that it causes along with the serious impact on health, is becoming increasingly a heavy burden on the health systems of poor nations. This is particularly so, given that low and middle income countries account for 92% of world road deaths every year. Recognizing this as well as the resultant mammoth economic losses, estimated to be anywhere upto 3% of GNP of World nations, the United Nations' General Assembly passed the Resolution No. 64/255 of March 2010 proclaiming 2011-2020 as the '**Decade of Action for Road Safety**'. The Resolution aims at reduction of road deaths globally by 50% during the decade, which would translate into saving 5 million lives. Efforts are currently on, to include road safety as a top order priority issue, under the targets of "Health and Cities" goals, in the presently being drafted UN document on "Sustainable Development Goals (SDGs)".

India has the dubious distinction of claiming the highest number of fatalities by road crashes. More than 10% road related accident deaths occur in India alone, and this poses a unique and serious challenge, being the major killer of young and productive lives. While India's infrastructure programme is being lauded all over the world, and a high rate of growth has been achieved for the 1.25 billion strong democracy, a significant 3% of the GDP is lost every year due to the uncontrolled and unmanaged road safety issues. The problem is, no doubt, a huge one and only a multi-pronged approach can show results in the terms of abatement of this menace. The '2nd Global High Level Ministerial Meeting on Road Safety' (after Moscow in 2009) is scheduled to be held in Brasilia in November 2015. However, WHO (2013) reported that 50% of the countries in the world do not as yet have a road safety action plan with time bound measurable targets. It is believed that a sustainable and a 'safe system' approach for this problem is likely to unlock growth and free resources for more productive uses.

The **9th IRF Regional Conference on 'Road Safety Initiatives: Status and Way Forward'** during **5-6 October 2015** aims to take stock of the situation in States across the country and to build up a realistic agenda for further actions required to achieve the goals of the 'UN Decade of Action', which has been accepted by the Government of India. Infrastructure alone can not deliver total safety on roads. Along with legal and enforcement systems, civil society also needs to own the efforts for achieving the targets set to free society of the trauma caused by road crashes. While an investment of 1 trillion USD targeted for infrastructure during the 12th Plan will provide huge opportunities, the aim should be to meet the infrastructure requirements of all road users equitably, to realise true safety.

The guiding principles underlying the plan for the 'UN Decade of Action for Road Safety' are those included in the "safe system" approach. This approach aims to develop a road transport system that is better able to accommodate human error and take into consideration the vulnerability of the human body. This approach means shifting a major share of the responsibility from road users to those who design the road transport system. This includes road managers, the automotive industry, police, politicians and legislative bodies as well as many other players who also have responsibility for road safety,



such as health services, the judicial system, schools, and non-government organizations. Individual road users on their part have the responsibility to abide by the prevailing laws and regulations.

The Government of India's initiatives on various fronts, such as the introduction of the Road Transport & Safety Bill in Parliament, funding of road safety projects under CSR, 100% tax exemptions for contribution to road safety projects and several other road safety issues, are contributing to the containment of the socio-technical problems, with the participation of all. Road traffic crashes and injuries can be prevented if the policies and programmes can be implemented more effectively and efficiently. For this, good quality data is the foundation for any targeted road safety approach.

The growing road sector demand, large and diverse network of more than 4 million kilometres of road with fast growing vehicle ownership fuelled by economic growth has serious implications for road safety outcomes. However, firm and directed policies to promote public transport and all NMT modes, have in other countries shown the possible ways to tackle this man-made malady.

The **9th Regional Conference** is going to be a common platform for State and Central Governments as well as Civil Society to share their success stories and help chalk out the **Way Forward** for the next five years of the Decade of Action in terms of the following:

- + Initiatives across the Board – Engineering, Education, Enforcement
- + Technology Support for Road Safety
- + In-Vehicle Safety and Standardization
- + Trauma Care and Rehabilitation System
- + Road Safety Management Capacity
- + Crash Data and Monitoring & Evaluation
- + Vehicle Inspection & Maintenance Regime
- + Safe Infrastructure for all Road Users
- + Community Participation in Road Safety
- + Sustainable Funding for Road Safety

The Regional Conference is supported by all the three Ministries i.e. Ministry of Road Transport & Highways, Ministry of Urban Development and Ministry of Rural Development which are concerned with road infrastructure and transportation across the country and urban areas. Therefore, the Conference is likely to have the participation of all State and Central Government Departments, State Transport Corporations, Urban/Municipal Authorities/Corporations, Engineering Contractors and Consultants, Road Signage, Lighting and other Safety Furniture Companies, Intelligent Transport & Communication Technology Suppliers, Road and Transport Researchers, and Academicians dealing with road safety issues. This wide participation will provide opportunities for business and networking as also deliberation on state-of-the-art practices of both the developed and developing world.

Conference Venue : India Habitat Centre, Lodhi Road, New Delhi, India

Presentation of Road Safety Awards :

IRF has instituted two Road Safety Awards for -

- (i) The Best Performing State in Road Safety
- (ii) The Best Performing Consultant / Concessionaire in Road Safety

These Awards will be presented at the Conference.

Conference Sponsorship :

Sponsorship Category	INR (₹)*	EURO (€)*	Complimentary Facilities
Principal Sponsor	10,00,000	13,000	10 Delegates, Display of Logo & 1 Page Colour Advertisement
Gold Sponsor	5,00,000	7,000	5 Delegates, Display of Logo & 1 Page Colour Advertisement
Silver Sponsor	3,00,000	4,000	3 Delegates, Display of Logo & ½ Page Colour Advertisement
Bronze Sponsor	2,00,000	3,000	3 Delegates & Display of Logo
Lunch/Dinner Sponsor	5,00,000	7,000	5 Delegates, Display of Logo & 1 Page Colour Advertisement

Delegate Registration :

Registration Fee	National*	Overseas*
IRF Members	₹ 10,000	€ 300
Non-IRF Members	₹ 15,000	€ 450

* (+ Service Tax as applicable)

Registration Includes :

- + Two-Day-Programme
- + Tea/Coffee Breaks
- + Two Lunches
- + One Networking Dinner
- + Delegate Kit

Method of Payment :

- 1. By Bank Transfer (for International Participants)**
(Please send the total amount in Euro, net of all bank charges)

Please remit proceeds to **Royal Bank of Scotland AG Frankfurt BLZ 50230400**,
SWIFT CODE : ABNADEFFRA favour of account **Punjab & Sind Bank, A/c No. 56.02.411/100**,
IBAN : DE95502304005602411100 Under Swift/Telex advice to us quoting our reference number.

For further Credit to Branch Office : **Rajendra Place, New Delhi** for **CA 06061100068179** of 'International Road Federation – India Chapter'.

- 2. By Bank Draft / Cheque / Bank Transfer (for Indian Participants)**

Payment can be made through Bank Draft/Cheque drawn in favour of 'International Road Federation – India Chapter' payable at **CA 06061100068179**,
IFSC Code PSIB0000606, Punjab & Sind Bank, Rajendra Place, New Delhi.

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