



**Happy Diwali & Season's Greetings !!**  
 PEACE, LOVE, HEALTH AND HAPPINESS TO ALL

**NEWS IN BRIEF**

**Recommendations** of 9th IRF Regional Conference held in New Delhi on 5-6 October, 2015

(details on page 1-3)

IRF Strongly Recommends Comprehensive **Inclusion of Road Safety in The United Nations' Sustainable Development Goals (SDGs)**

(details on page 4-5)

**Training Programme in CRRI on Bridge Design and Construction**, 16-20 November 2015

(details on page 6)

**Thanks Note for Sponsors** of 9th IRF Regional Conference

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**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 CHAIRMAN'S DESK**



Dear Friends,  
 Greetings.

The festive season of goodwill and cheer is once again here! On the eve of Diwali I would like to wish all our Members, "A Very **Happy and Prosperous Diwali with prosperity, good health and happiness to you and your dear ones.**"

We have a short while ago, successfully concluded the 9th in the series of IRF Regional Conferences, which has come at a very opportune time as we are midway through the UN Decade of Action for Road Safety. With the importance of making an all-out effort on all fronts to achieve the terminal goals of the Decade, the theme of this year's Conference was very aptly designed to revolve around the 5 Pillars of Road Safety: Road Safety Management, Safer Roads and Mobility, Safer Vehicles, Safer Road Users and Post-Crash Response. The issues involved in each Pillar were brought to the fore by an eminent array of Experts from around the world and India, both in the Plenary Sessions and the six Technical

Sessions. This issue brings to you the Recommendations of the Conference. I would like to take this opportunity to place on record, our grateful acknowledgment of the warm and unstinted support of our many Sponsors.

At IRF, we are on the task with multifaceted efforts continually aiming to enhance Road Safety. The UN Sustainable Development Goals (SDGs) developed for coherent action on various fronts, encompass the subject of Road Safety under SDG 3. I strongly feel that the existing narration of the relevant Objective 6 needs to be further elaborated and Road Safety moved up the order. I have sought to enlist support from all Heads of Nations for this noble purpose and I am gratified to share with you that we have received several responses, some of which are shared here.

I once again convey my warm greetings with the enduring hope that our efforts will continue to receive strength from your support to provide safe roads and safe road mobility.

Warm Regards,  
 K.K. Kapila

**RECOMMENDATIONS OF 9TH IRF REGIONAL CONFERENCE ON ROAD SAFETY INITIATIVES: STATUS AND THE WAY FORWARD (5-6 OCTOBER 2015)**

The 9th in the series of IRF Regional Conferences was held on the topic of 'Road Safety Initiatives: Status and the Way Forward' on 5-6 October 2015 at India Habitat Centre, New Delhi, India. The Conference, with the aim of taking stock of the situation in various Indian States with a view to building up a realistic agenda of action for achieving the goals of UN Decade of Action, was pertinently built up around the 5 Pillars of Road Safety. The Regional Conference had the support of all three concerned ministries: MoRT&H, MoUD and MoRD. With a stellar group of experts from various countries and from various elite organisations, both from the public and private sector, dealing with road safety aspects, the Conference attracted large participation from different States of the country. Each Technical Session focused on one of the Pillars of Road Safety, with the

inputs from a Lead Speaker highlighting the status of issues with regard to the concerned Pillar. A Panel Discussion on the same was followed by a highly intensive audience-speaker interaction. The recommendations of the Conference follow:

**A. GENERAL**

1. The National Road Safety Policy 2010 should be the focus of implementation.
2. The Road Safety Bill 2015 is the basic legislative measure which should be unanimously approved by all political parties in Parliament without any further delay.
3. Each State/UT should formulate the Road Safety Action Plan with short and

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long term targets to enable monitoring of the quantifiable progress during the remaining 5 years of the UN Decade of Action.

4. Apart from highways, Road Safety initiatives will cover urban roads including roads planned in AMRUT and SMART Cities.

5. Digital India to be fully integrated to improve Road Safety.

## **B. DETAILED RECOMMENDATIONS ON PILLARS**

### **Pillar – 1: Road Safety Management**

1. The Central Government should urgently constitute the autonomous Road Safety Board/Authority with State Level Road Safety Council. In case of any delay in passage of Road Safety Bill in the Parliament, an Ordinance may be promulgated, so that road safety activities get implemented with immediate effect.

2. The Road Safety Fund be created at Centre and at the State Level with sustainable funds using appropriate share from the budget/toll/tax/cess/fines/insurance, etc.

3. Mechanism for achieving synergy amongst all the stakeholders (PWD or Road Authority, Police, Transport, Medical/Health, Education, Municipality, Urban Development Authority, Cantonment Board, etc) be put in place.

4. Capacity development of each Department be attained with funds from the Road Safety Fund.

5. Robust Road Accident Database be created urgently for facilitating proper analysis of the road accidents leading to appropriate safety solutions.

6. The driver and vehicle licensing systems across the whole country need to be revamped, with transparent procedures on a common digital database which shall include the database of insurance of vehicles.

7. Centres of Excellence be established across the country to create capacity in road safety research as well as human resource for road safety engineering.

### **Pillar – 2 : Safer Roads and Mobility**

1. All 'Blackspots' must be identified and addressed on priority in a phased manner for the entire road network. All Secretaries/E-in-C of PWDs need to monitor to ensure that the design of the counter measures is got completed within 6 months. Land, wherever required, be acquired even through direct purchase up to 10 hectares following the Odisha example. Implementation of removal of all black spots be got completed by end of 2017.

2. All new developments of roads must pass through a safety audit system at the design and pre-opening stages to avoid any blackspots in the network. Road Safety Auditing should be adopted uniformly for existing and new roads (for both urban and non-urban) as mandatory requirements at all stages of, operations and management of the network.

3. All existing and new roads be equipped with standard

traffic control features like signs, markings, studs, crash barriers, delineators, etc.

4. NH/SH passing through villages and towns need special treatment to ensure safety of Vulnerable Road Users. Provision of service roads, footpaths, pedestrian crossings (at grade and grade separated) supported by all traffic control devices are essential for speed management and ensuring safety.

5. All urban and non-urban roads should adopt modern technologies (such as application of ITS) to make the roads safer for the users say in next 5 to 10 years. For this, planning should be completed in next 18 months.

6. Removal of encroachments is a necessary requirement for safer roads.

7. Road Standards need review to harmonise with best Road Safety Global Practices.

### **Pillar – 3 : Safer Vehicles**

1. Active and Passive safety features should be adopted for all vehicles produced and sold in India in harmony with ECE (United Nations Economic Commission for Europe) regulations for vehicle safety.

2. The trucks and buses must comply with the safer vehicle standards and compliance should be attained on urgent basis.

3. Inspection & Maintenance Regime (Inspection and Certification) should be brought in as a regulatory mechanism for the in-use vehicles safety in each category for ensuring safety.

4. Tractors, e-Rickshaws and Non-Motorized vehicles (which use the Indian roads both in urban and rural areas) need to be made safer by adopting innovative features and retro-reflective devices.

5. Cycle manufacturing to be brought under standard regime with retro reflective tapes duly fitted on all bicycles manufactured in the country.

6. Existing bicycles to be covered in a time bound manner, say in next 30 months.

7. A plan for scrapping old vehicles as end of Life Regime needs to be introduced.

8. Any vehicle/type of vehicle being permitted on the road must be Road Safety compliant.

### **Pillar – 4 : Safer Road Users**

1. The deficiencies in infrastructure be addressed to support road user behaviour for safety.

2. Deficiencies in road users (failing of road users) is bound to happen and it will continue. The infrastructure, education, campaign, traffic control, etc. be designed to address human errors in road use behaviour. Increased use of Social Media be made to propagate Road Safety.

3. Limitation of the road users (including differently abled ones) be accommodated through a safe system approach.

4. Speed reduction by reduction of lane width, use of

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**GO GREEN! Celebrate an Eco Friendly Diwali this Year.**

...contd. from page 2

helmets, avoiding drinking and driving and promoting use of seat belt through enforcement and campaign are the ways to ensure behavioural change. Only campaign may not give results.

5. Over-loaded and oversize (non-standard) vehicles need strict enforcement as they create safety problems for road users. The overloaded vehicles need to be detained, extra load off loaded and transferred to another vehicle.

6. Priority be given to speed control and junction improvements as these account for 47% of accidents.

7. Safety in the Construction/Project Zone needs priority for implementation.

#### Pillar – 5 :Post-Crash Response

1. Trauma-care is like human right and a serious effort is needed across the country, for creating a network of trauma care facilities to meet the huge requirement.

2. The “First Response Care” can be established through Communities and able-bodied persons along the highways trained in the art of trauma care (the response skills) as the “first responders” which can save 70% of the lives lost in accidents in India. The principle is “Bring them alive”, “Keep them alive”, and “Make them better” as the basis of first response care.

3. Capacity building is required on a very large scale for pre-hospital trauma care facilities by training paramedics and deploying them in all categories of hospitals and primary health centres. Use Defence Personnel, Operation Theatre Attendants, Nursing JCOs, and give them special training programmes to overcome the shortages.

4. First responder training can be made an essential part of the training of the police force across the country.

5. The database on the death, disability and rehabilitation etc needs to be developed using hospital data; with an integrated module with the robust Accident Database, which can reveal important facts of road accident related

issues.

6. The clear route/path for ambulance on a road is to be assured by a legal mechanism. Non-critical trauma patient can even use Motor-Cycle ambulance, 3-wheeler ambulance in dire emergencies, while a cardiac or other seriously critical trauma may even need higher forms of transport like helicopter.

7. Trauma registry can be developed for the entire country.

8. There should be standards and protocols defining the road side care with mandate for commercial vehicle drivers, school teachers and local health care workers to participate in the programme and actual rescue.

9. A network of training centres to be established with simulated environments.

#### Technical Session – 6: Funding of Road Safety and Monitoring & Evaluation

1. Funding for Road Safety be achieved through a dedicated fund for road safety initiatives. Such a Fund could be raised from share of toll, cess, taxes, fines, other levies and insurance premia, etc.

2. Central and State Governments have dedicated allocation for road safety. These funds be utilised for priority safety problems like black spots removal, ROB, underpasses for NH/SH, etc.

3. PPP is a good means for implementing advanced technology for enhancement of road safety and holds great promise for 24x7 traffic enforcement in large cities (speed enforcement and red light violation, etc.)

4. Parliamentarians be requested to use MPLAD Funds for undertaking extensive Road Safety works.

5. Mobilise Corporates (as committed by Hero MotoCorp) to contribute/take ownership of area within 20 km radius of their Industry/Factory to make it accident free zone. Propagate this in Delhi with the help of FICCI/CII/ASSOCHAM/PHDCCI. Delhi's success can be emulated across the nation.

\*\*\*\*\*

#### Fun Corner

#### Mama Taxi



*Minimize the Poisonous Gases & Maximize the Happiness.*

## IRF STRONGLY RECOMMENDS COMPREHENSIVE INCLUSION OF ROAD SAFETY IN THE UNITED NATIONS' *SUSTAINABLE DEVELOPMENT GOAL 3*



The UN Secretary General, Mr. Ban Ki-moon, highlighted the need for global action on an unprecedented scale when recommending the need to "Reduce the Burden of Road Accidents" in his post in the 2015 UN General Assembly report "A Life of Dignity for All". The United Nation launched the Decade of Action for Road Safety (2011-2020), supported by the Global Plan promoting proven cost effective solutions for making roads safer.

In June 2012, the UN Conference on Sustainable Development (UNCSD, or Rio+20) agreed to launch a process to develop a set of Sustainable Development Goals (SDGs) to pursue focused and coherent action on sustainable development after ratification by the UN General Assembly.

The subject of Road Safety figures as Objective Number 6 under **SDG 3, "Ensure healthy lives and promote well-being for all at all ages"**. The Road Safety Objective aims to "By 2020, halve the number of global deaths and injuries from road traffic accidents".

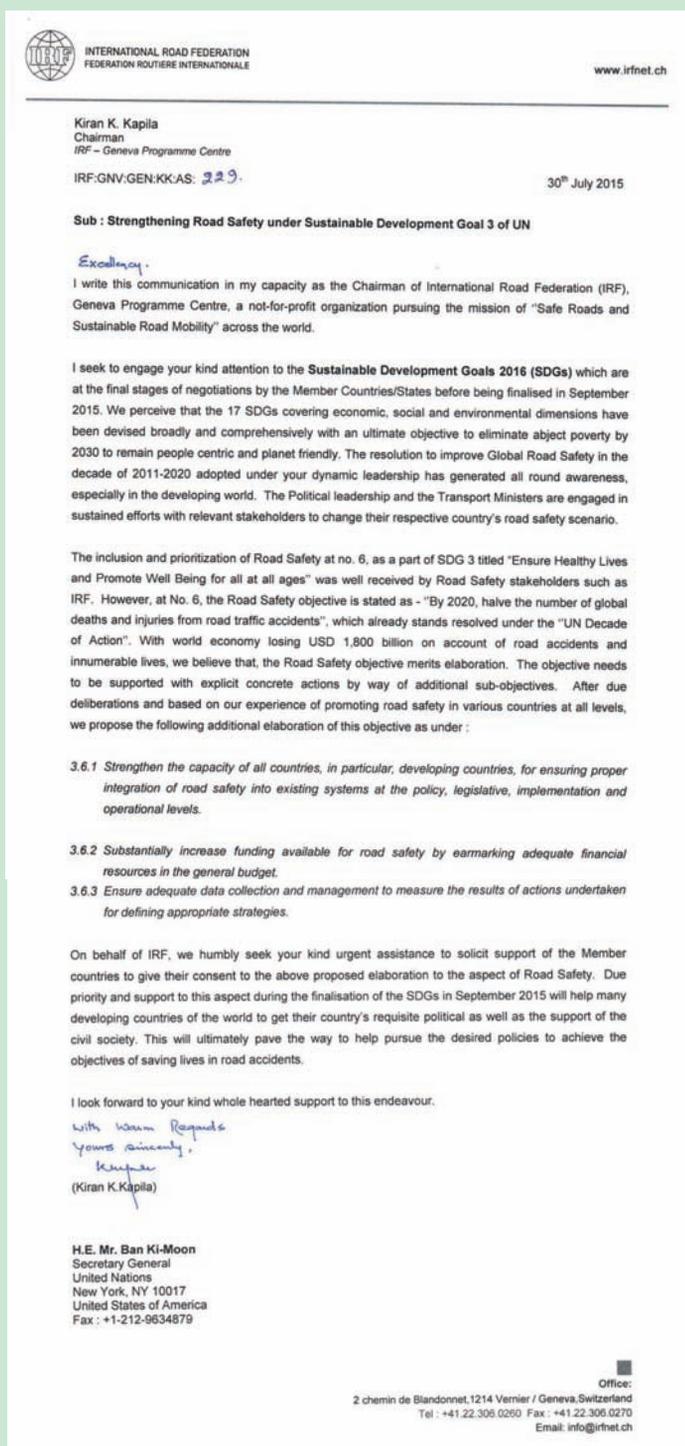
Convinced that the Road Safety aspect in the SDG 3 needs to be elaborated to include concrete actions to achieve the objective, especially in the developing world, the IRF has proposed elaboration of the existing Road Safety objective in SDG 3 as follows:

- 3.6.1 *Strengthen the capacity of all countries, in particular, developing countries, for ensuring proper integration of road safety into existing systems at the policy, legislative, implementation and operational levels.*
- 3.6.2 *Substantially increase funding available for road safety by earmarking adequate financial resources in the general budget.*
- 3.6.3 *Ensure adequate data collection and management to measure the results of actions undertaken for defining appropriate strategies.*

Mr. K.K. Kapila, Chairman, IRF GPC has passionately espoused this cause through a communication to United Nations, and also to the heads of various nations.

A sample of his communications both to the UN and heads of most nations, and some of the responses received are reproduced here:

### IRF's communication to United Nations:



*Your Planet Needs You. Say No to Fireworks!*

Some of the responses received from various countries:

Response from United Nations:

**UNITED NATIONS**  **NATIONS UNIES**

POSTAL ADDRESS - ADRESSE POSTALE: UNITED NATIONS, NY 10017  
CALLE / ADDRESS - ADRESSE POSTALE: UNIONS NATIONS, GENEVE

EXECUTIVE OFFICE OF THE SECRETARY-GENERAL  
CANNEX DU SECRETAIRE GENERAL

7 August 2015

Dear Mr. Kapila,

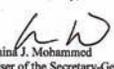
On behalf of the Secretary-General, I wish to thank you for the letter dated 30 July 2015 in which you provide specific targets and language to strengthen road safety interventions within the proposed Open Working Group goals and targets.

The Secretary-General has consistently called for the health burden of road traffic injuries to be included in the post-2015 development agenda. On August 2<sup>nd</sup>, Member States agreed the 2030 Agenda which reaffirms the targets on road safety. The included provisions relating to the means of implementation and follow-up and review, will strengthen the capacity of developing countries, encourage policy coherence, as well as facilitate financing and data availability which are of concern to you.

As preparations for the Summit to adopt the post-2015 development agenda are underway, I urge you to continue to engage with Member States including the co-facilitators of the post-2015 negotiations and the President of the General Assembly who are leading the intergovernmental deliberations towards a transformative outcome for people and planet.

I want to thank you for your strong commitment to improve road safety worldwide. As we will soon enter the highly important phase of implementation, I also urge you to continue to uphold your mission of safe roads and sustainable road mobility around the world, and to engage with the UN and other relevant stakeholders to make the Sustainable Development Goals a reality for all.

Yours sincerely,

  
Amina J. Mohammed  
Special Adviser of the Secretary-General

Response from Canada:

 **Transport Canada** / **Transports Canada**

Ottawa, Ontario  
K1A 0N5

Your file / Votre référence  
Our file / Notre référence  
FDMS # 11012283

Kiran K. Kapila  
Chairman, Programme Centre  
International Road Federation  
2 chemin de Blandonnet, 1214 Vernier  
Geneva  
SWITZERLAND

Dear Kiran K. Kapila:

I am responding to your correspondence of July 3, 2015, to the Honourable Lisa Raitt, Minister of Transport, regarding the United Nations Sustainable Development Goals. The Minister of Transport has asked me to reply on her behalf. Please accept my apology for the delay in replying.

In Canada, the federal government has responsibility for standards and regulations regarding new and imported vehicles, tires and child restraints, as well as criminal impaired driving laws. The provincial and territorial governments have responsibility for driver licensing, vehicle registration, rules of the road and the design, construction, maintenance and operation of provincial/territorial highways.

The Canadian government believes that a safe and sustainable transportation network is an important social, economic and health goal, and it continues to work with its provincial, territorial and municipal partners to improve the efficiency and effectiveness of Canada's transportation network. In addition, Transport Canada represents Canada at the United Nations Road Safety Collaboration in support of the Decade of Action for Road Safety.

I have taken the opportunity of forwarding your correspondence to the office of the Honourable Robert Nicholson, Minister of Foreign Affairs, as background information in considering Canada's position regarding the Sustainable Development Goals.

Safe transportation for all is an important goal, and I hope that your efforts to elevate its importance in the Sustainable Goals are successful.

Again, thank you for sharing your views.

Yours in safety,

  
Kim Benjamin  
Director General  
Motor Vehicle Safety

c.c. Office of the Honourable Robert Nicholson, P.C., Q.C.  
Minister of Foreign Affairs

**Canada**

Response from Australia:



**The Hon Jamie Briggs MP**  
Assistant Minister for Infrastructure  
and Regional Development  
Member for Mayo

PDR ID: MB15-000404

Mr Kiran K Kapila  
Chairman – IRF Geneva Programme Centre  
2 chemin de Blandonnet  
1214 Vernier  
GENEVA SWITZERLAND

Dear Mr Kapila

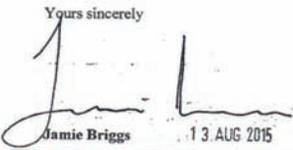
Thank you for your letter dated 3 July 2015 to the Deputy Prime Minister and Minister for Infrastructure and Regional Development, the Hon Warren Truss MP, about the inclusion of road safety in the United Nations' Sustainable Development Goals (SDGs). As the matters raised fall within my portfolio responsibility, your letter has been forwarded to me for reply. I apologise for the delay in responding.

The Australian Government is committed to reducing road trauma, both domestically and internationally and supports the inclusion of road safety as a prominent part of SDG 3. The finalised text of SDGs for adoption was agreed on 1 August 2015, and includes the specific road safety target '3.6 – By 2020, halve the number of global deaths and injuries from road traffic accidents'.

I understand that a high-level plenary meeting of the United Nations General Assembly will be convened in September 2015 to propose adoption of the SDGs as part of the post-2015 development agenda. I also note that the implementation of the road safety target referenced in SDG 3.6 is likely to be a feature of deliberations at the Second Global High Level Conference on Road Safety which will take place in Brazil on 18-19 November 2015.

Thank you for bringing your concerns to the attention of the Australian Government.

Yours sincerely

  
Jamie Briggs  
13 AUG 2015

Parliament House, Canberra ACT 2600  
Telephone: 02 6277 7020  
Facsimile: 02 6273 4126  
www.minister.infrastructure.gov.au

Response from Cambodia:

KINGDOM OF CAMBODIA  
NATION RELIGION KING



Ministry of Public Works and Transport

No: 3323.....MPWT/GDT Date: 02-09-2015

Mr Kiran K. Kapila  
Chairman,  
International Road Federation (IRF)  
Geneva Programme Centre

Ref GNV: GEN: KK: AS: 217

Dear Sir,

Thank you for your letter and especially your consideration and effort to bring out the aspect of Road Safety into the Sustainable Development Goals. Meanwhile, as one of the developing countries, Cambodia has also faced this global issue of fatalities, injuries and disabilities due to road accident. To deal with this critical problem the Royal Government of Cambodia has been included as one of other priorities in the country development agenda. Following the First Global Ministerial Conference on Road Safety and the introduction of the Decade of Action for Road Safety 2011-2020, Cambodia has taken an important milestone to develop the second National Road Safety Action Plan (NRSAP) for 2011-2020.

Then, the three road safety objectives proposed in your letter are fully in line with our second NRSAP and have been implemented in our country. Therefore, we fully endorse this proposal and will be happy to leverage its placement under SDG3.

We will forward this information to our representatives, if they will attend the meeting in September 2015 by the favor of your Invitation. In addition, we also ready plan to participate the Second Global High-Level Conference on Road Safety in November 2015 in Brasilia. We will do our best to promote these three road safety objectives into the conference too.

We really appreciate your action in promoting this issue and remain at your disposal for any further request of support.

Yours faithfully,  
  
Han Teik  
Minister,  
Ministry of Public Works and Transport  
Phnom Penh, Cambodia

Be Alert. ACCIDENTS HURT!

## UPCOMING PROGRAMMES & EVENTS

### TRAINING PROGRAMME IN **CRR I** ON BRIDGE DESIGN AND CONSTRUCTION

**Duration:** November 16 - 20, 2015 (5 days)

#### Course Objectives:

During the past two decades, tremendous advancement in the field of Bridge Engineering has taken place. This has led to the development of new structural forms, new materials and computer aided analysis and design of bridges. With the recent publication of IRC: 6 and IRC: 112, IRC-22 and IRC 24, the future highway bridges have to be designed using LIMIT STATE APPROACH. The course is designed to impart specialized training on planning, analysis and design of durable and economical highway bridges, detailing requirements, construction techniques and quality control aspects.

#### Course Contents:

- Planning and project report preparation
- Basis of design
- Material properties and their design values
- Loads and load combinations
- Analysis of bridges
- Limit states for design of bridges - Ultimate Limit State (ULS) and Serviceability (SLS)
- Durability aspects
- Detailing requirements including ductile detailing
- Construction techniques
- Quality control during construction
- Bridge Design Example

#### Eligibility:

**Qualification:** Degree / Diploma in Civil Engineering  
**Level:** Assistant Engineer and above  
**Experience:** Two years & above in planning and design of bridges

#### Course Fee:

Rs. 10,000/- per participant + 14 % (or as per Govt. applicable rate) Service Tax payable in advance by crossed Bank Draft/Cheque in favour of **“Director, Central Road Research Institute” payable at “New Delhi”**. This includes training fee and the study material to be provided during the training.

#### Nomination:

Maximum intake is 25 participants. Nominations may be sent to **Sh. T.K. Amla, Head, Information, Liaison and Training Division, Central Road Research Institute, New Delhi – 110025** along with the course fee. Nominations are accepted on first come first served basis.

#### Email ID for Mailing the Nomination:

[tkamla.crri@nic.in](mailto:tkamla.crri@nic.in); [tkamla.crri@gmail.com](mailto:tkamla.crri@gmail.com)



International Road Federation

All roads lead to

# 18<sup>th</sup> WORLD ROAD MEETING

New Delhi, INDIA

14-17 November, 2017

STAR HIGHLIGHT : GLOBAL TRANSPORT AND  
HIGHWAYS MINISTERS' MEET



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

## 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 B-9, 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)

*Best gift you can give your family is YOU! Please be safe.*

9<sup>TH</sup> IRF REGIONAL CONFERENCE  
ROAD SAFETY INITIATIVES: STATUS AND THE WAY FORWARD

5-6 OCTOBER 2015

INDIA HABITAT CENTRE, NEW DELHI, INDIA

# Thank You Sponsors!

The success of the Conference has been, in a large measure, due to all our well-wishers who came forth with generous Sponsorship support for the event. These organisations have been esteemed patrons of this Conference and we warmly acknowledge and thank them for their valued support.

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