



# Life Don't Have A Reset Button. Drive Safe.

## NEWS IN BRIEF

**Key Recommendations of IRF Seminar** on "Road Safety: Time for Action" (14-15 January 2016)

(details on page 2-3)

**Message from Mr. K.K. Kapila, Chairman, IRF-GPC** at the Conference on Safety of Powered Two Wheelers for South-east Asia: 18 - 19 February, 2016

(details on page 4)

**IRF Re-elects Kiran K. Kapila as Chairman**

(press release on page 5)

**Senior Road Executives Programme** 20 June - 2 July 2016

(details on page 5)

**Bridges and Road Engineering and Maintenance**  
 22 - 24 May, 2016, Abu Dhabi

(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 CHAIRMAN'S DESK



Dear Friends,

Greetings from International Road Federation – India Chapter.

As you may be aware, Hon'ble Supreme Court has recently directed that guidelines for protection of Good Samaritans and Standard Operating Procedure notified by the Union Ministry of Road Transport & Highways shall be binding on all States and Union Territories.

This is likely to have a major impact on saving lives of road accidents victims. It is estimated that nearly 50% of those killed in road accidents could have been saved, had assistance reach them in time. The World Health Organization (WHO) has stressed the importance of a supportive legal and ethical environment in saving lives. Generally people hesitate to come forward and help road accident victims. This is attributed to the fear of legal and procedural hassles such as intimidation by police, unnecessary detention at hospitals and prolong legal formalities.

Ruling on the recommendations of a three member Committee chaired by Justice K.S. Radhakrishnan, on October 29th 2014, the Supreme Court directed the Centre to issue necessary guidelines with regard to the protection of Good Samaritans until appropriate legislation was introduced. On May 13th 2015, the MoRT&H notified the guidelines in a Gazette Notification. Standard Operating Procedures (SOPs) for the examination of Good Samaritans were issued on 22nd January 2016. In March 2016 the Supreme Court has made the guidelines and SOPs binding on all States and UTs. The salient features of the Good Samaritan Law are that if any person brings an accident victim to hospital, the person will have:

- No detention at hospitals
- No civil or criminal liability
- No compulsion to reveal identity
- Simplified SOPs for court examination for eye-witness
- Simplified SOPs for police examination of eye-witness
- No financial liability at hospitals

This landmark law will surely enable all victims to receive early care and all first responders of accidents will be able to help victims without fear of harassment. This will have a positive impact on reduction of fatalities.

IRF, India Chapter has also been working on training of heavy, commercial drivers as first responders.

Activities of the Chapter are also directed towards the World Road Meet 2017, which is scheduled to be held from 14th to 17th November, 2017. Along with the Conference and Exhibition, a special feature of this event will be a 'Meeting of Global Transport Ministers' which will deliberate on the theme of Accident Free Roads by 2030. At the cost of repetition, I would once again solicit your active support and guidance in every sphere of this mammoth event.

In this Issue of the IRF-IC Newsletter, we have also brought you information about some of the programmes and activities that are on the anvil with IRF support. We do hope that you will take advantage of some of these programmes, particularly for your junior colleagues who have a long road to travel in the realm of Road Safety.

On behalf of IRF, I send you all my very best wishes and look forward to receiving from you your ideas and suggestions that will enrich our efforts.

Warm Regards,  
 N.K. Sinha

The **27th Road Safety Week** was observed from 10th to 16th January 2016. The theme for this year's Road safety Week was "Road Safety - Time for Action". Many road safety activities were undertaken by the concerned agencies, transport authorities, voluntary organisations and other stakeholders and also public at large. These activities included display of flex banners/posters, workshops, discussions, essay competition, quiz contests, organisation of medical camps for check-up of drivers and organisation of refresher training for drivers about road safety rules, various signs and first-aid service etc.

IRF India Chapter also organised a 2-day Seminar on 14th-15th January at the India International Centre, New Delhi. During these two days, topics like Engineering Measures for Safe roads, Enforcement, Fitness of Vehicles, Driving License, Social Engineering and Trauma Care were discussed. The key recommendations of the Seminar are as follow:

#### **Technical Session I: Safer Roads – Removal of Blackspots**

1. Appeal to all Members of Parliament and State Legislature to take up removal of at least one blackspot in their constituency from their MPLAD funds.
2. While MoRT&H and NHAI are having their targeted blackspot removal plans drawn up for the National Highways, the States can adopt a similar yearly programme of blackspot removal for State Highways and Major District Roads.
3. MoRT&H and NHAI should take up programmes of Road Safety Audit (RSA) of the National Highways under operation (within their jurisdiction) and upgrade these roads by removing the safety deficiencies based on recommendations of RSA (with a target of 5000 kms every year so as to cover the major network within next 5 years, prioritising those with high density traffic).
4. As per the protocol and guidelines issued by MoRT&H for removal of blackspots, all Road Authorities in States and Urban Road Authorities should make plans to undertake Road Safety Audits to identify blackspot locations of their respective road networks (say 3000 km/year) so as to remove all safety related deficiencies in a time bound manner.
5. All States must remove atleast 10 black spots in 2016.
6. As the first step, once the blackspot is identified, traffic calming measures and proper signages (warning about the hazardous site) should be provided to manage the traffic (ameliorate it) while detailed improvement plan is being prepared and its implementation is in progress.
7. Authentic and reliable accident data is a big challenge – as such urgent action is required to

implement a systematic and urgent accident data collection system across the country.

#### **Technical Session II: Role of Enforcement**

1. Appeal to all political parties to support the Road Safety & Traffic Management Bill in the Parliament, for its expeditious passage for saving valuable human lives from road accidents in the country.
2. Enforcement has a paramount role in controlling behaviour of road users for complying with road safety rules and regulations. Rules related to safety of road users should be implemented uniformly across the country – without the States' authority to change the requirements of the law.
3. The M.V. Act provisions should be unambiguous with total clarity to all (enforcers and road users alike) for their complete compliance by all.

#### **Technical Session III: Role of ITS in Road Safety**

1. Intelligent Transport System (ITS) needs to be adopted uniformly across the whole country for tolling with uninterrupted movement of traffic with interoperability features.
2. ITS should be used for efficient and effective traffic management for the primary network (NH & SH) as well as for the urban area network in the country.
3. ITS can facilitate all modern advanced traffic management, while enhancing road safety tremendously and making road users well informed for taking smart decisions.
4. ITS deployment in urban network as well as for the primary network can be taken up urgently under Public-Private Partnership (PPP) model. To start off, pilot projects be undertaken to establish the suitability and credibility of various technologies for mixed traffic in India.

#### **Technical Session IV: Trauma Care**

1. All Heavy Motor Vehicles (HMVs), i.e. commercial vehicle drivers, should be trained in Enhanced First-Aid to create a large pool of First Responders in the country, and this should be targeted to be completed by middle of 2018. From July 2017, issuance of all fresh licenses and renewals should compulsorily adopt the requirement of Training on Enhanced First-Aid.
2. Just like the "Disaster Management Act", where every citizen is required to be trained on disaster management, "National Trauma Care Act" may be promulgated to train all citizens in the basic Trauma Care in respect of First Responders' Training for saving lives and disabilities by providing help to accident victims during the Golden Hour.

3. For all trauma care services, a single “All India Number” (contact/telephone number) should be firmed up and announced at the earliest.

### **Technical Session V: Strengthening Licensing Regime**

1. Schooling for Driver Training is a “must” for credible driving skills through established and standardized driving schools equipped with modern instrumentations and extensively trained Trainers.
2. Automated tests for evaluation of driving skills acquired by the learner drivers should be adopted, before issuing driving licenses to avoid or minimize the human interface/involvement in the tests/evaluation so as to make it most fair and accurate evaluation of skills.
3. The driving skills of drivers, especially commercial vehicle drivers should be evaluated and updated regularly by re-training them at regular intervals (at least every two years).

### **Technical Session VI: Road Safety Education**

1. Uniform adoption of road safety in school curriculum through existing subjects will not add additional burden to children but will make them learn road safety through the normal subjects taught in the schools. All State Boards should adopt these curriculums in their school education books; the details of which are available in the IRF-IC website: [www.indiairf.com](http://www.indiairf.com). This is likely to develop the road safety culture in the children, who are the future citizens and road users in the country.
2. All senior officials of Road Agencies, Enforcement Agencies, Transport Department and Policy Planners connected to road development and transport should undergo one week training on road safety.
3. The print and visual media should be entrusted to take the structured messages (designed to address different road safety problems and issues) on road safety to the masses, for increased awareness thereby alleviating the road safety situation in the country.
4. IRF has instituted an award for the media persons at least one from each State for contribution towards road safety through structured campaign and messages delivered to masses bringing positive results. This needs to be publicised.
5. All educational institutions should observe one day of Road Safety Week as “Road Safety Day” covering various road safety related activities taking it in the same spirit as NSS, NCC, etc.

### **Technical Session VII: Vehicle Safety**

1. Ten Inspection & Certification (I&C) Centres are being created in the country, and are likely to be ready during this year. One of them at Nasik is already in operation and 5 more are likely to be commissioned in 2-3 months. Similar parallel pilot centres should be set up in all the States. In order to cover up the entire

commercial vehicles population in the country, one has set up a huge network of such centres which will require privatisation on a massive scale. Ultimately privately owned vehicles are also to be covered which will ultimately help in setting up end of life vehicles in India. Modification in MV rules will also be required to make it mandatory to issue annual fitness certificate based on test reports from I&C centres located within 60 km of the RTO.

2. Since the crash test facilities are being created in the country, the vehicle manufacturers in India should be mandated to meet the compliance about the required crash survival test on fast track basis in the near future.
3. Vehicular lighting system contributes significantly to meet the basic requirement of safety in traffic, i.e. through “see and be seen”. The active and passive lighting devices for the motor vehicles should be enforced strictly as per the provisions of M.V. Act to meet all safety requirements of the vehicle.
4. Conspicuity marking of commercial vehicles such as Buses, Trucks, Tractors, Trailers, etc and bicycles for better visibility at night by retro-reflective tapes should be strictly enforced.
5. The Final Revised version of TED 11 (1038) for standardizing Retro-reflective Tapes for bicycles during manufacturing has been cleared by all concerned. The issue is pending for release of notification by the Department of Industrial Promotion and Policy, which needs to be expedited. The cycle manufacturers have been raising objections to the proposed order stating that the cycles will become expensive. However, these are baseless, as the cost of Rs. 30/- to be incurred on fixing of Reflective Tapes will not make the bicycles expensive, since this meagre cost will be partly offset by the current ineffective reflectors as well. For the safety of the cyclists, it is imperative that the requirement of fixing reflective tapes prior to their sales is accomplished at the earliest.
6. “Right to Repair Act” as prevailing in Europe, should be enacted to enable retro-fitting and repair of all in-use vehicles for meeting the requirement of safety (in-vehicle safety devices) as per the provisions of the M.V. Act. At present, due to non-availability of genuine spare parts and information of diagnostic software, workshops are finding it difficult to attend to multi-brand vehicles. This will encourage network of workshops all over the country capable of repairing multi brand vehicles in remote places of the country and thereby creating employment.

### **Panel Discussion & Closing Session**

1. To ensure quality standard of helmets, Government should enforce marking of all helmets produced and sold in the country to be in conformity with BIS standards and marked with BIS certification.
2. All locations in the road network (especially the urban road network), where there is significant pedestrian traffic, should be provided with pedestrian facilities (footpath and cross-walks, including FOB or underpass) for safer use by pedestrians.

Ownership and use of two-wheelers is very high in low and middle income countries. In India, for example, 69% of all registered vehicles are motorized two-wheelers. The market for motorized two-wheelers is also one of the fastest growing markets in low and middle income countries. They are cheaper to purchase and operate than cars, offer greater mobility compared to non-motorized transport modes and the licensing and certification requirements are often less stringent and less strictly enforced than for cars.

Motorized two-wheelers, however, are also much less safe than cars, since 27% of all fatalities from traffic accidents in India involve motorized two-wheelers. The comparable figure for Thailand and Malaysia are between 70 to 90% and 60% respectively.

Injuries to the head and neck are the main causes of death, and disability resulting from injuries sustained are common among riders of two-wheelers involved in traffic accidents. Given the growth in the number of two-wheelers on the road in low and middle income countries and their disproportionately large share in traffic accidents and fatalities resulting from traffic accidents, it is clear that there is an urgent need to take action to improve the safety of motorized two-wheelers to reduce the number of traffic accidents involving them and the resulting fatalities. An investment of this kind would be immensely beneficial in terms of return on cost, particularly given the lives saved on which no value can be placed.

Let us look at the risk factors of traffic accidents and fatalities involving motorized two-wheelers. Much of the risk of accidents of motorized two-wheelers comes from the relatively narrow frontal silhouette compared to other road users or the riders. Other risk factors include rider error, dangerous driving behavior resulting in loss of driver control, drinking and driving, loss of visibility due to poor road design or poorly maintained roads or bad weather and the lack of experience on the part of drivers of motorized two-wheelers. Drivers are typically young.

Finally the driving speed of two-wheelers is usually lower than the speed of other motorized traffic and when the traffic of different speeds is mixed, it usually increases the risk of accidents particularly fatal accidents. In terms of reducing the number of accidents involving motorized two-wheelers, the best strategy is to completely separate motorized two-wheelers traffic from other motorized traffic. This is a tried and tested approach. It works.

However, implementing such separation is not always cheap because of, for example, restricted rights of way. This separation strategy involves creating a dedicated infrastructure for two-wheelers and though this strategy will play a worthwhile role in the long term, it may not be something that can be easily achieved in low and middle income countries.

In India, as we embark upon the programme – 'Smart Cities', let us provide separate lanes for the motorized two-wheeler traffic in conjunction with cycle tracks. This will help to reduce the road accidents of two-wheeler traffic and thus help us to achieve the target of the 'Decade of Action Plan'.

In addition to separating two-wheel traffic from other motorized traffic, the other strategies which can contribute to reducing the number of accidents involve education to change the driving behavior of both the riders of two-wheelers as well as pillion riders.

Two other interventions which can help are – enhanced conspicuity by providing tyres with reflective side walls so that the two-wheelers are visible from a sizable distance on mixed traffic roads along with their friends on non-motorized two-wheelers i.e. bicyclists for whom we have recommended provisioning of conspicuity tapes at designated locations. This is being notified by the Government for mandatory provision.

A number of safety devices have been added to the motorized two-wheelers. The latest intervention which is being mandatory is that all two-wheelers of more than 150 cc should be fitted with Anti-lock Braking System (ABS). These vehicles have higher speed and power and so need better brakes to avoid skidding while braking lest it results in accident.

Just as Mr. Amitabh Bachchan managed to eradicate polio by his 'Do Boond' – two drops' charismatic appeal, an appeal from a reputed actresses like Katrina Kaif or Priyanka Chopra stating *I love those who wear helmets* can work magically to ensure that people start using helmets across the nation.

We, at the IRF, are confident that with the above interventions, we shall be able to bring down road fatalities of motorized two-wheelers and cyclists not only in India but in the entire developing world. I am happy that these and other interventions will be focused upon in this important Conference. I congratulate Dr. Rohit Baluja and his team for organizing this. It is doable. Let us do it.

Jai Hind!

## IRF RE-ELECTS KIRAN K. KAPILA AS CHAIRMAN PRESS RELEASE

The General Assembly of the International Road Federation (IRF) Geneva has unanimously re-elected Kiran K. Kapila to serve a third term as Chairman.

An active member of the IRF Geneva Board of Directors for many years - and Chairman since his election during the IRF World Meeting in Lisbon in 2010 - Mr. Kapila is the Chairman and Managing Director of ICT Ltd., a New Delhi based firm that has been ranked among the top hundred consultancy companies in the world, and which operates in 44 countries.

Throughout his tenure at the helm of IRF, he has been a tireless ambassador of the IRF vision for a world with safe, smart and more sustainable roads. Road Safety has a special place in his heart.

"Road Safety will continue to be at the top of my agenda and I will continue to strive to ensure the success of the Global Plan of the UN Decade of Action for Road Safety, which calls for a 50% reduction in road accidents and fatalities by the end of 2020. Having Road Safety finally as part of the Sustainable Development Goals (SDGs) gives us an additional strength to move things forward. We cannot miss out on the commitment we have undertaken" said Mr Kapila while accepting his re-election. He thanked his colleagues on the Board for the support provided over the past years and the members of the General Assembly for their trust.

"Working together, the Federation will continue to grow and prosper as an ever stronger and more influential voice for the roads and mobility sectors" he continued. "The 18th IRF World Meeting which will take place in New Delhi on 14-17 November 2017 will be a unique opportunity for the entire profession to come together and to discuss the solutions that will enable us to deliver better mobility and consequently a better quality of life for everyone, no matter in which part of the world they live" said Mr Kapila in his final remarks.

## UPCOMING PROGRAMMES & EVENTS

### SENIOR ROAD EXECUTIVES (SRE) PROGRAMME 20 JUNE - 2 JULY 2016



**Register by 6 May and get free accommodation!**

Over the past 20 years, the SRE has established a worldwide reputation for pioneering professional development in the road sector.

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**.

#### Modules and Topics:

- Road Sector Reforms and Financing
- Road Services Procurement and Integrity
- Road Maintenance Management
- Road Safety

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.
- Learn by doing.

The 2016 edition of SRE will be held from **20 June to 2 July 2016** in the School of Civil Engineering, which lies at the heart of the University of Birmingham in the UK.

## UPCOMING PROGRAMMES & EVENTS

### BRIDGES AND ROAD ENGINEERING AND MAINTENANCE

22 - 24 MAY, 2016 | ABU DHABI, UAE  
IN COLLABORATION WITH IRF

IRF Geneva is pleased to support this year the Bridges & Road Engineering and Maintenance UAE conference which will take place – for the third year running - in Abu Dhabi on 22-24 May 2016.

The UAE has envisioned a new way of developing and carrying out infrastructure. They have shifted their focus on foresight to ensure a socially, economically and environmentally sustainable urban structure, which will enable them to achieve a successful urban revolution by 2030. To achieve this it is vital that strong foundations are in place in terms of current assets management and coherent and cohesive guidelines and frameworks are in place for new projects.

Essential assets need to be renovated and maintained, and the conference shall explore in which ways this can be achieved.

### IRF Workshop on "Road Safety Infrastructure Management Tools" - 22nd May 2016

Organised by IRF Geneva back to back with the conference, this workshop will look into the road safety management activities that are needed to deliver the recommendations of the Action Plan of the UN Decade of Action for Road Safety and the tools/methodologies that can be used to do so.

Some of the issues the workshop will look into:

- Blackspot Analysis and Treatment
- Road Safety Impact Assessment
- Maintenance Inspections
- Road Safety Inspection
- Network/Area Analysis and Treatment
- Route/Corridor Analysis and Treatment
- Road Safety Assessment
- Star Rating (iRAP)
- Road Safety Audit
- Work Zone Safety

**An IRF Certificate will be delivered to the participants attending the workshop**

**IRF Members get a 20% discount on the registration fees!**

# 18th IRF WORLD MEETING

14-17 NOVEMBER 2017

NEW DELHI, INDIA

## SAFE ROADS AS ENGINE OF ECONOMIC GROWTH

Special Event:

### GLOBAL ROAD & TRANSPORT MINISTERS MEETING



[www.irfnet.ch](http://www.irfnet.ch)

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

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**Stop Accidents Before They Stop You.**