



International Road Federation
Fédération Routière Internationale
Federación Internacional de Carreteras

NEWSLETTER

From Editor's Desk



In our consistent endeavor to promote road safety, it is crucial to recognize the significance of the collective efforts of all the stakeholders in safeguarding lives on our roads. Through sharing valuable insights, informative resources, real life stories, it is our objective to educate, inspire and empower road users to make safer choices on the road.

It is heartening to note that Rajasthan is set to become the first State in India to adopt a comprehensive road safety action plan spanning 10 years. This groundbreaking plan, to be formalized with a government policy, aims to reduce road accidents in the State by 50% by 2030.

We are also associating ourselves with some of the notable events in the Infrastructure and construction domain in the coming few months. The events are

- India Intermat event at the Bombay Convention & Exhibition Centre, Nesco Goregaon, Mumbai, Maharashtra, from 26-28th September 2024.
- bauma CONEXPO INDIA, which will be held at the India Expo Center, Greater Noida from 11-14th December 2024.
- 12th TrafficInfraTech Expo, scheduled to be held at Hall No. 5, Ground Floor, Pragati Maidan, New Delhi, from 22-24th October 2024.
- The International Road Federation (IRF) in cooperation with the Turkish Road Association are organizing the IRF World Congress 2024 in Istanbul, Turkey, on 15-18th October 2024.

We aim to engage relevant stakeholders in the road safety mission and enlarge the influence and awareness to this key social cause.

Lastly, we are pleased to report that our School Zone Safety Project is progressing smoothly, making significant strides in enhancing the safety of school zones across various states.

We look forward to your continued support and participation in these important initiatives and also sending your thoughts.

Somenath Ghosh
IT Advisor, IRF-IC

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IRF Mission

To promote the development of roads and road networks that enable sustainable access and mobility for all.

IRF Vision

A world of safe, sustainable, and efficient roads and road networks.

IRF Values

Commitment to safe, smart and sustainable roads.

From Founder President's Desk



K. K. Kapila

President (Emeritus), IRF Geneva &
Founder President, IRF India Chapter

It is heartening to note that the recent general elections have concluded smoothly. As a result, the previous government has been re-elected, securing another term to continue its work and further its initiatives.

I am delighted to share that I attended the World Transport Convention 2024 in China on 27th-28th June, 2024. It was an honor to give remarks as a keynote speaker on the topics of Safe, Smart, and Sustainable Development as well as Joint Construction, Co-Creation, and Sharing. The event was a resounding success and I believe the insights shared will greatly benefit our mission.

Additionally, I had the privilege of attending the 19th ITS Asia Pacific Forum 2024 in Jakarta from 28th to 30th May 2024. This forum provided valuable insights and fostered discussions on the latest advancements in intelligent transport systems.

Looking ahead, I am excited to participate in the IRF World Congress 2024, scheduled to be held from the 15th to the 18th of October in Istanbul, Turkey. I am confident this event will provide valuable opportunities for collaboration and innovation in our field.

Additionally, we have received an advisory from the Ministry of Education to undertake a school zone safety audit in 10 secondary schools each in five states: Assam, Bihar, Karnataka, Tamil Nadu, and Uttar Pradesh. This initiative aligns perfectly with our commitment to enhancing road safety and protecting our youth.

We are also in the process of recruiting individual members to join our road safety mission, further strengthening the voice of our society in advocating for safer roads.

Thank you for your continued support in the mission of road safety.

From President's Desk



Lt. Gen. Harpal Singh (Retd.)

Former E-in-C, Indian Armed Forces
President, IRF India Chapter

It is heartening to note that a Government has been formed in the country as scheduled after a successful Election process. Shri Nitin Gadkari Ji has once again assumed charge as the Minister of Road Transport and Highways. His previous tenure was marked by substantial progress in road infrastructure and safety and we are confident that he will continue to build on this success. We extend our heartfelt congratulations to the entire Government for their renewed commitment to the vision of Vikshit Bharat.

At the International Road Federation - India Chapter, we are ready to support this vision with our unwavering dedication to road safety. To this end, we are excited to announce the launch of Lecture Series 2.0 and Webinar Series 2.0. These initiatives are designed to provide valuable insights, foster productive discussions and share best practices in road safety while continually creating awareness to this important social cause.

The importance of road safety cannot be overstated, as it involves reducing fatalities, injuries, and economic losses caused by road accidents. Our lecture and webinar series will cover a range of topics, including the latest technological advancements, policy updates and community engagement strategies. We invite all our members to actively participate in these sessions, as your involvement is crucial in our collective effort to enhance road safety standards across the nation.

Thank you for your unwavering support and dedication to our shared mission. Together, we can make a significant impact on road safety in India.

4th Lecture on the topic of Role of ITS Policy in India and Specification for ATMS for Sustainability

We are delighted to bring you highlights from our 4th Lecture, a remarkable session held on July 26th, 2024, as part of the IRF-IC Lecture Series. The topic for this engaging discourse was the "Role of ITS Policy in India and Specification for ATMS for Sustainability" and we were honored to have Mr. Harsh Nisar (Advisor (IT), NHAI) and Mr. Rakesh Bhat General Manager (Business Development), Trafitek Solutions Pvt. Ltd. as our guest speakers.

a. Mr. Harsh Nisar, Advisor IT at NHAI, emphasized the critical role ATMS plays in reducing incident response times and preventing incidents. The system integrates physical enforcement through route patrol vehicles and digital enforcement via e-challans, with the service of 1033 being a notable example.

b. In India, Variable Message Signs (VMS) are intended to provide dynamic information but often function like ordinary signboards. He highlighted that modern cameras are not just for recording videos; they are equipped with features like detecting violations. ATMS software includes provisions for scanning videos at any point, generating incident lists for auditing, and ensuring incident management focuses on prevention.

c. He stressed the need for a holistic approach to traffic management and mentioned that video recordings should be saved for 180 days. Given the high costs, it is essential to prioritize locations and then empower these areas with the necessary technology.

d. Mr. Rakesh Bhat, General Manager – Business Development at Trafitek Solutions Pvt. Ltd., emphasized that the absence of standardized regulations leads to the purchase of substandard and low-quality products, compromising commuter safety. This lack of uniformity also hinders the seamless integration of various ITS systems.



e. The shortage of quality laboratories, evaluation authorities, and certification bodies results in the use of falsely compliant and uncertified products. He proposed creation of Indian Standards (IS) aligned with European standards, along with third-party audits to ensure fair implementation.

Public awareness campaigns are crucial to educate citizens about the benefits of ITS and encourage their active participation. A robust regulatory framework should outline the roles and responsibilities of various stakeholders, compliance requirements, and enforcement mechanisms for ITS implementation.

f. Collaboration between government entities and private companies is encouraged to leverage expertise, technology, and investment for developing and deploying ITS solutions. Integrating ATMS with urban development plans ensures that infrastructure supports sustainable growth and mobility. He felt that various challenges, such as regulatory and policy issues, operational challenges, and funding constraints, can impact the adoption and effectiveness of ATMS.



Don't be in Rat Race...Drive with Grace !

Initiative by IRF (India Chapter)

International Road Federation wants no GST on helmets to make it more affordable

IRF in a statement said two-wheeler riders are most vulnerable during road accident fatalities and lowering GST rates on helmets will help in making helmets more affordable for the masses amid increasing road accident fatalities.

New Delhi: International Road Federation (IRF) on Wednesday urged the Goods and Services Tax (GST) Council and the Ministry of Finance to reduce tax on helmets from 18 per cent to nil, to encourage the use of the safety gear.

IRF in a statement said two-wheeler riders are most vulnerable during road accident fatalities and lowering GST rates on helmets will help in making helmets more affordable for the masses amid increasing road accident fatalities.

Citing a Bosch Report, IRF said India accounts for about 12 per cent of road accident deaths worldwide and the economic loss is about \$15.71-38.81 billion to the Indian Economy.

"The two-wheeler

riders, being most vulnerable, constitute almost 31.4 per cent of road accidental deaths primarily due to head injuries. One of the most effective measures to reduce the two-wheeler accident injuries and fatalities is the use of standard helmets," said IRF president emeritus K K Kapila.

Kapila added that the helmet usage in India has been found to be low as it has been noticed that most of the two-wheeler riders fall in economically weaker and lower income groups and prefer to purchase helmets which are cheaper and inferior in quality.

Currently, the applicable rate of GST on helmets is 18 per cent which is a life saving device.

"IRF strongly recommends that there should be no GST

on helmets," Kapila said, adding that this will help in making the standard helmets more affordable for the masses and will discourage them from buying helmets of sub-standard quality.

As per Section 129 of the Central Motor

Vehicle Act, 1988 wearing of helmets is mandatory for two-wheeler riders.



Overloaded vehicles are accident - prone. **Respect Load Limits !!**

Initiative by  IRF (India Chapter)



Global Road Safety Body IRF Calls For Making Seat Belts Must In Passenger Buses, Heavy Vehicles

IRF President Emeritus K K Kapila in a letter to MoRTH said there is an urgent need to provide seats belts in buses, which need to be made mandatory

International Road Federation (IRF) -- a global road safety body -- has urged the Ministry of Road Transport and Highways (MoRTH) to make the use of seat belts mandatory in all heavy vehicles, including passenger buses and school buses, to minimise casualties and injuries in road accidents.

IRF President Emeritus K K Kapila in a letter to MoRTH said there is an urgent need to provide seats belts in buses, which need to be made mandatory.

Kapila pointed out that according to the National Highway Traffic Safety Administration's 2021 data, only 14 individuals lost their lives in bus accidents in the USA.

Similarly, based on the analysis of the accident propensity of Chinese bus drivers in 2022, China reported 215 fatalities.

He pointed out that both developing and developed countries have achieved remarkable outcomes due to



"There have been heart-wrenching passenger bus accidents resulting in loss of innocent lives. Many of them would have been saved, had they been wearing seat belts," he said.

stringent safety standards for public transport like buses. "The contrasting and alarming data in India suggests a lacuna in mandating safety standards in buses, jeopardising the lives of school children, the poor, and the low income strata of the society," Kapila added.



DRIVE SAFE! Two Wheeler is for Two...not for Too Many

Initiative by IRF (India Chapter)



ENFORCEMENT The Need Of The Hour



Akhilesh Srivastava
Road Safety Ambassador-IRF

Aswini and Anish, two IT professionals, lost their lives on 19 May after getting hit by a Porsche said to be driving > 150km/h.

The accused, who is 17 years old, was driving intoxicated after spending ₹48,000 on liquor in just 90 minutes, as per social media reports.

It is also understood that vehicle was not bearing any license plate!

Is this where the state of our laws has reached?

Kids tend to flaunt their parents' wealth before their friends - but what about their parents? Is this the type of education you give a child?

Although this case has received tremendous attention from everyone, India faces thousands more pending cases because people do not respect the established laws.

Today, it is imperative that we discuss the next steps we need to take to move forward and ensure that such tragedies don't occur again.

We need more,

- ➔ Enforcement agencies action in this case raised a serious question!
- ➔ Stricter enforcement of laws
- ➔ Increased police patrols in high-risk areas -> Police can't be present everywhere -> Think using tech supported by private security as in buildings/malls.
- ➔ Support for families affected by road accidents
- ➔ Community programs to raise awareness about the dangers of such reckless driving -> School Zone Program.

Currently, both the accused and his father have been detained in the case.

But even after all this, we must know that change always begins at home and at school.

If you're a parent reading this or a school teacher, I request you to please guide your children better and help them understand the consequences that a reckless decision might have.

Together, we can push for a better, safer society.



Akhilesh Srivastava
Road Safety Ambassador-IRF

This is the one of best advertisements I've seen to promote road safety.

Texting while driving is about six times more likely to cause an accident than driving intoxicated, and the same as driving blind for 5 seconds at a time.

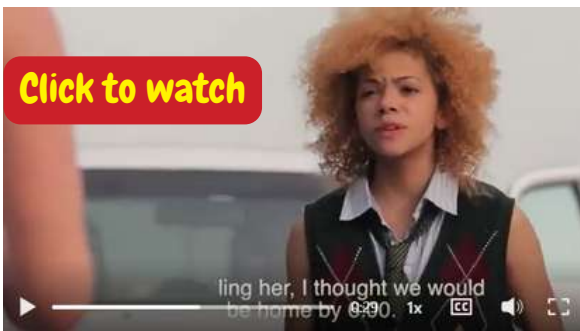
What seems like an innocent glance at your phone, can quickly turn into something dangerous.

Texting diverts attention from the road, affecting reaction times and awareness. Even a minor error can lead to accidents.

Remember, a simple text can wait—it's not worth risking lives on the road.

Let's drive safely and focus where it matters: on the road ahead.

What do you think about this ad?



Did You Know?

The global use of seat belts can save around 200,000 lives annually. In countries with high seat belt usage rates, road fatalities tend to be significantly lower.



Be a Good Citizen · Help accident victims to reach hospital in Golden Hour

Initiative by  IRF (India Chapter)

Three Years at the International Road Federation-India Chapter: A Journey of Learning and Contribution



Jasvinder Duhan
Senior Project Associate at IRF-IC

As September 2024 approaches, I proudly reflect on completing three enriching years with the International Road Federation-India Chapter (IRF-IC). Dedicated to the critical mission of road safety, IRF-IC has been a cornerstone in the ongoing efforts to create safer roads across the country. My time here has been nothing short of transformative, marked by numerous experiences that have honed my skills and deepened my understanding of road safety.

One of the highlights of my tenure has been the opportunity to work on IRF-IC's flagship 5E programme. This comprehensive initiative encompasses Engineering of Roads, Engineering of Vehicles, Education, Enforcement & Emergency Care. Within this framework, I was fortunate to contribute to projects in four diverse States:

Rajasthan, Uttar Pradesh, Madhya Pradesh and Kerala. Each state presented unique challenges and learning opportunities, allowing me to gain valuable insights into the multifaceted nature of road safety.



Felicitated by Founder President Sh. K K Kapila



Road Safety Audit on Manor to Vapi Stretch (NH-48)

A particularly significant and sobering project was the road safety audit on NH-48, the site of the tragic accident that claimed the life of Cyrus Mistry. As a member of the audit team, I witnessed firsthand the critical importance of rigorous safety standards and meticulous attention to detail. This experience underscored the vital role we play in preventing such tragedies and reinforced my dedication to our cause.

Beyond these field projects, my role at IRF-IC has also included participating in numerous webinars, conferences, and lecture series. These events have been instrumental in broadening my knowledge and keeping me updated on the latest advancements and strategies in road safety. They have also provided me a platform to engage

with experts and stakeholders, fostering a collaborative approach to achieving our goal of reducing road fatalities by 50% by 2030.

Working in the field of road safety is not without its challenges. However, the commitment and passion of my colleagues at IRF-IC has been a constant source of motivation. Despite the obstacles we face, our collective resolve to enhance road safety and contribute to the social cause of community welfare remains unwavering.

One of the projects closest to my

heart is the School Zone Safety initiative, aimed at ensuring the safety of school children. I was involved from the very beginning of this project, which was launched by Hon. Minister Shri Nitin Gadkari during the safety month 2024. Alongside my team members, we conducted 8-10 school zone safety audits. This project is particularly meaningful to me and I am committed to contributing to its

goal of making 15 lakh schools safer by 2030. As I look back on these three years, I am grateful for the opportunities and experiences that have shaped my journey. The work we do at IRF-IC is vital and I am proud to be a part of an organization that is making a tangible difference in people's lives. As we move forward, I am excited to continue contributing to our mission and to the vision of safer roads for all.

IRF wants no GST on helmets to make them affordable

New Delhi, International Road Federation (IRF) on Wednesday urged the Goods and Services Tax (GST) Council and the Ministry of Finance to reduce tax on helmets from 18 per cent to nil, to encourage the use of the safety gear.

IRF in a statement said two-wheeler riders are most vulnerable during road accident fatalities and lowering GST rates on helmets will help in making helmets more affordable for the masses and increasing road accident fatalities.

Citing a Bosch Report, IRF said India accounts for about 12 per cent of road accident deaths worldwide and the economic loss is about 9.2-10.8 billion to the Indian Economy.

"The two-wheeler riders, being most vulnerable, constitute almost 31.4 per cent of road accident deaths primarily due to head injuries. One of the most effective measures to reduce the two-wheeler accident injuries and fatalities



in the use of standard helmets," said IRF president emeritus K.K. Kapila.

Kapila added that the helmet usage in India has been found to be low as it has been noticed that most of the two-wheeler riders fall in economically weaker and lower income groups and prefer to purchase helmets which are cheaper and inferior in quality.

Currently, the applicable rate of GST on helmets is 18 per cent which is a life saving device. IRF strongly recommends that there should be no GST on helmets," Kapila said, adding that this will help in making the standard helmets more affordable for the masses and will discourage them from buying helmets of sub-standard quality.

As per Section 129 of the Central Motor Vehicle Act, 1988 wearing of helmets is mandatory for two-wheeler riders.

Justice J.R Midha claims 50 % vehicles not insured in India

New Delhi: Justice J.R Midha, former Delhi High Court judge and Supreme Court appointed Amicus Curiae for Motor Accident compensation has stressed on the need of government including motor vehicle accident victims and vehicle owners for compensation as about 50% of vehicles are not insured in the country.

A separate fund can be created by the government to compensate the non insured motor vehicle owners or accident victims as per present norms accident victims covered under motor vehicle accident claim. A small cess can be added in fuel price or at time of registration of vehicle for such victims," said Justice J.R Midha, while speaking at a lecture on "What is



item of road safety (Accident)" organized by International Road Federation (IRF) a global road safety body working for better and safer roads.

As judge of Delhi High Court Justice Midha had framed a Special Scheme for time bound settlement of Motor Accident Claims within 90 to 120 days which was implemented in Delhi w.e.f. April, 2010 to August, 2012, about 21,810 accident cases were reported in Delhi out of which the Claims Tribunal granted compensation within 90 to 120 days in 10,762 cases by following the Special Scheme. The Special Scheme revolutionized the Motor Accident Compensation Law in as much as the claimants received the compensation within 120 days of the accident. The Supreme Court approved the aforesaid Scheme and directed all states to implement this Scheme across the country. But most yet to implement.

IRF-Global Road safety body Demands reduction of GST on Helmets for Two-wheeler riders from 18% to 0% to encourage two-wheeler owners to wear helmets

New Delhi, Focus News: International Road Federation (IRF), Geneva based global road safety body working for better and safer roads worldwide has urged the Goods & Service Tax (GST) Council & Ministry of Finance to reduce GST on helmet from 18 percent to 0 Percent as two wheeler riders are the most vulnerable during road accident fatalities.



India accounts for about 12 per cent of road accident deaths worldwide and the economic loss is about US\$ 15.71-38.81 billion to the Indian Economy as per the latest Bosch Report. The two wheeler riders, being most vulnerable, constitute almost 31.4% of road accidental deaths primarily due to head injuries. One of the most effective measures to reduce the two wheeler accident injuries and fatalities is the use of standard helmets." Said Mr K.K. Kapila, President Emeritus, International Road Federation (IRF) "The helmet usage in our country has been found to be low. It has been noticed that most of the two-wheeler riders fall in economically weaker and lower income groups and prefer to purchase helmets which are cheaper and inferior in quality. Many of these helmets are not capable of saving a rider's life, in case of an accident." Said Mr Kapila.

"Currently, the applicable rate of GST on helmets is 18% which is a life saving device. IRF strongly recommends that there should be no GST on helmets. This will help in making the standard helmets more affordable for the masses and will discourage them from buying helmets of substandard quality. This in turn will assist, not only in reducing road accident fatalities of two wheeler riders, but will also help in reducing the whopping GDP loss due to road accidents to our economy." Mr Kapila said. As per the Section 129 of the Central Motor Vehicle Act, 1988 wearing of helmets is mandatory for two-wheeler riders. The Ministry of Road Transport and Highways in consultation with the Bureau of Indian Standards has passed a notification vide order no. F. No. RT-11012/07/2012-MVL dated 30th July, 2020 making usage of helmets compulsory as per relevant BIS Standards. "Reduction of GST on helmets will help in making the standard helmets more affordable for the masses and will discourage them from buying helmets of substandard quality. This in turn will assist, not only in reducing road accident fatalities of two wheeler riders, but also in reducing the whopping GDP loss due to road accidents in our economy." Said Mr Kapila. "IRF Has also stressed on the need of embedding road safety features at the stage of planning and designing of roads and ensuring its implementation by the road infrastructure companies for making safer and better roads in the country." Said Mr Kapila.



IRF-IC in News Media

<https://auto.economicstimes.indiatimes.com/news/industry/un-official-jean-todt-joins-with-steelbirds-rajeev-kapur-on-helmet-for-hope-initiative/110982508>

<https://economicstimes.indiatimes.com/news/economy/policy/international-road-federation-wants-no-gst-on-helmets-to-make-it-more-affordable/articleshow/110934808.cms?from=mdr>

https://www.business-standard.com/economy/news/international-road-federation-wants-no-gst-on-helmets-to-make-it-affordable-124061200433_1.html

<https://www.zeebiz.com/personal-finance/gst/news-international-road-federation-wants-no-gst-on-helmets-to-make-it-more-affordable-295587>

<https://www.freepressjournal.in/business/international-road-federation-wants-no-gst-on-helmets>

<https://www.goodreturns.in/news/fund-for-accident-victims-of-non-insured-vehicles-011-1357383.html>

Are All DPRs Prepared by Consultants Bogus??

Road Authorities in government circles, both in central and state governments are uniformly blaming the Detailed Designs (in short said to be DPR) of various road projects, since last two decades or so, for all kinds of ills related to the implementation and subsequent operations of the major highways in the country. The main reasons for creation of all blackspots in the road network are attributed to the same problem of deficient DPRs. Also, the deteriorating road safety scenario in the country in spite of all round efforts and associated huge expenditure for improving road safety, is also often stated to be linked to poor and deficient DPRs.

No Road Authority has ever tried to investigate or to find out the root cause for the systematically blamed poor DPRs. Almost all of the detailed designs (i.e. DPRs) for road projects in the country are prepared by the private consultants of the country and some are done in collaboration with international consultants. In all of those, the DPRs are blamed to be grossly deficient in terms of various requirements of the road and particularly for compliance to the safety requirements. If any of the roads, even taking those of the country's so called best and highly acclaimed roads like Agra-Lucknow Expressway or Samriddhi Expressway (Nagpur to Mumbai), etc, or any other road of similar status, is considered and examined just for just one kilometre length of the road, it is invariably found to be incomplete in so many ways. There is no culture of giving a finished look to the road in any of the Contractors, and there is no understanding of it in the Road Authority. There will be innumerable deficiencies (actually the lack of finishing) in addition to the many of the road safety features, as these are provided at the end of all construction activities. There will be unsafe slope without protection by crash barrier and with many features of incorrect installation of crash barrier like alignment of barrier with or without kerb, terminals of the barrier and so on. The drains will be found unfinished (without proper invert levels) and not leading to outfall and so on.

Road Authorities in government circles, both in central and state governments are uniformly blaming the Detailed Designs (in short said to be DPR) of various road projects, since last two decades or so, for all kinds of ills related to the implementation and subsequent operations of the major highways in the country. The main reasons for creation of all blackspots in the road network are attributed to the same problem of deficient DPRs. Also, the deteriorating road safety scenario in the country in spite of all round efforts and associated huge expenditure for improving road safety, is also often stated to be linked to poor and deficient DPRs.

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Considering the basic road safety features like signages and markings, traffic calming measures, etc, these are always found to be incomplete. In some cases these are found with incorrect installations as well as damaged or defaced at many locations including missing ones, reported to be stolen. Various signs and markings are fundamental safety appurtenances of the road, and none of the road authorities understands these deficiencies to be having linkage to the road safety outcomes. Particularly, when the highway passes through a developed village or town, it becomes the urban road and needs a modified cross section similar to that of an urban road, which is never implemented in that way. Missing facilities for pedestrian, cyclists, parking and for lowered speed (traffic calming) etc create a highly hazardous operation for a short stretch of 300 to 500m of the highway causing wanton damages in terms of safety risks.

It can be easily concluded from the foregoing discussion that the project DPRs are actually not accurate in its preparation (with missing features) and not complete in terms of its implementation (construction). In most cases, at the stage of substantial completion, PCOD is allowed and a punch-list is prepared for the incomplete works, which is also doctored to avoid stoppage of approval for PCOD, and the remaining works are to be completed in 90-120 days as per contract agreement. But, this will generally be conveniently forgotten by both Road Authority and the Contractor. Therefore, no wonder why every kilometre of every road in the country looks to be incomplete or unfinished (in construction) and truly deficient in safety furniture.

It is a research problem in its own way to reveal the root causes of heavy loss in country's wealth in terms of creating deficient and hazardous road network. A few things are to be examined truthfully in this research. Firstly, a very unrealistic time period given for DPR (detailed design) preparation, which produces incomplete DPRs. DPRs should be examined or proof-checked by some expert scrutinisers to get them complete in every way by the Consultants, else there should be a heavy penalty imposed. Secondly, there are very large number of Consultants in the country, and the inexperienced ones bid for DPR projects without legitimate competency at a very low (unviable) cost, who are not competent in the first place and also cannot deliver quality DPRs in such short duration. However, Financial Rules of GOI have been changed for awarding contracts only at logical and viable cost. A poor DPR combined with a small time Contractor (winning bigger project by quoting low cost) without required equipment and manpower (expertise) is a perfect recipe for producing a low quality product. Low quality and incomplete infrastructure along with time and cost overruns are the cancer in the highway sector, which are eating away the country's wealth.

Most public authorities are not aware of the total complexities of planning and design of a road project, and therefore, think that they will save time by curtailing the planning and design time. The reverse is the norm in most developed countries – which facilitates a compressed construction time. Road Authority official should participate with consultants in planning & design, and should not wake up late after the design is completed, asking for additional work of examination of new options. For best results, avoid any compromise in planning and design due to land and other constraints and DO NOT exclude any design feature from the best standards that can be adopted. It is advisable to appoint a Proof Consultant/Proof Auditor for checking the all-round completeness of the detailed planning and design, which will save lot of hassles and cost in implementation. Finally, the obsession of progress in construction by hook or by crook should be done away with to ameliorate the present malady of poor, deficient and unsafe construction of road infrastructure.



Together we can save millions of lives! MAKE ROADS SAFE

Initiative by  IRF (India Chapter)

शुकर गुजार हैं हम तेरे, शुक्रिया हमारा कबूल कर
तेरी इबादत में गुजरे वक्त अब, ऐसा सबब बखश
ऐसा सबब बखश !

सोचते हैं कैसे शुकर करे खुदा का
जिसने सब नेमते बखशी !
सोते जागते तेरा ही ख्याल हो, ऐसा सबब बखश
ऐसा सबब बखश !

रोम-रोम से निकले खुदा तेरा ही नाम
कुछ ऐसा सबब बखश, कुछ ऐसा सबब बखश!

खो जाऊँ तेरे ध्यान में,
कुछ ऐसा सबब बखश, कुछ ऐसा सबब बखश !



K. K. Kapila

President (Emeritus), IRF Geneva &
Founder President, IRF India Chapter

hand placement & position

ADULTS	CHILDREN 1 - 8	INFANTS
BOTH HANDS interlocked between nipples	ONE HAND between nipples	TWO FINGERS just below nipple line
chest compressions		
press down 2 inches	press down 2 inches	press down 1.5 inches
30 compressions at		
100 - 120 compressions per minute		
allow chest to recoil between compressions		
Immediately follow with rescue breaths		

Did You Know?

Intersections are high-risk areas for accidents. About 40% of all crashes occur at intersections. Proper signal timing, well-marked crosswalks, and traffic control measures can help reduce these accidents.



Be a Good Citizen - Do Not Cross Speed Limits

Initiative by IRF (India Chapter)

UPCOMING EVENTS

2024

International Road Federation - India Chapter

Lecture Series

<i>Research & Development Needs of Autonomous Vehicle Technology in India - Its Practicality in India</i>	27th Sept
<i>Evaluation of Safety Performance Road Infrastructure and Surrogate Measures</i>	25th Oct
<i>Something must Change For Better Road Safety Management in India - It is going from bad to worse</i>	29th Nov

Webinar Series

<i>New Age and Perpetual Pavement for Performance and Economy</i>	12th Sep
<i>Stabilisation in Road Construction – Performance & Economy</i>	16th Oct
<i>Revolution in Infrastructure Development by 3D Concrete Printing</i>	13th Nov

For more information about Lecture Series and Webinar Series Please [Click Here](#)

International Road Federation - Geneva

Geotechnical Engineering for Road & Civil Engineering Project Planning and Programming

Sep 21 -
Sep 27

This course is meticulously designed to provide an in-depth understanding of Geotechnical Engineering as it specifically applies to road construction and civil engineering projects.

FOR MORE INFO.: [Click Here](#)



Construction Supervision For Road Projects

Oct 5 -
Oct 11

The course will provide key methods, tools, and techniques used by best in class companies and practitioners in the construction supervision industry. The course is FIDIC focused and covers the roles and responsibilities of The Engineer, contract administration, and the dispute resolution process as prescribed by FIDIC.

FOR MORE INFO.: [Click Here](#)



SRD: Making Roads Safe for All Users

The Safe System approach revolutionizes road safety by rejecting the belief that deaths and serious injuries are inevitable outcomes of human error in traffic. This innovative perspective underscores the vital role of well-designed and meticulously maintained roads in significantly reducing the likelihood of accidents. Safe System roads are inherently 'forgiving,' designed to lessen the severity of accidents when they do occur.



Oct 14 - Oct 18

FOR MORE INFO.: [Click Here](#)

5th IRF Asia-Pacific Regional Congress & 12th Malaysian Road Conference & Exhibition 2024

Explore innovation at the 5th IRF Asia-Pacific Regional Congress and the 12th Malaysian Road Conference & Exhibition, a landmark gathering focused on advancing road and mobility networks. This event is dedicated to examining the future of road infrastructure, emphasizing Inclusivity, resilience, sustainability, and safety, enhanced by the impact of digital technologies.



Nov 5 - Nov 7

FOR MORE INFO.: [Click Here](#)

IRF World Congress 2024

Embracing the theme "Connecting to Empower Mobility: Roads as Enablers of a Sustainable Future for All", the congress will serve as a platform for global leaders, industry experts, academia, and diverse public and private stakeholders to engage in insightful discussions and collaborative efforts, addressing pivotal issues and exploring innovations within the road and mobility sectors.

October 15 – October 18

FOR MORE INFO.: [Click Here](#)



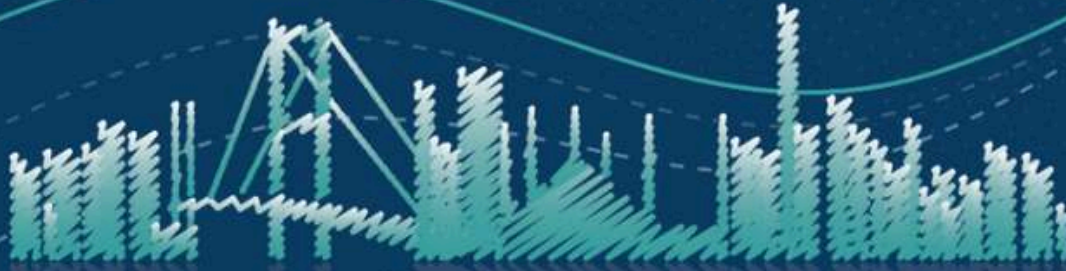
Call for Abstracts

The call for abstracts is open to individuals, organisations, and institutions eager to present innovative ideas & practices, research findings, new techniques, products, and project outcomes. The abstracts will have to be submitted in English, have a maximum length of 350 words and be in line with the congress themes. Only abstracts submitted by 10th March 2024 through the Abstract Submission Portal will be considered.

For more info. kindly visit the website : <https://irfnet.ch/event/irf-world-congress-2024/>

ISTANBUL

Türkiye



About the IRF World Congress 2024

Istanbul – the city on two continents – will be hosting the **IRF World Congress** on **15-18 October 2024**. Held every four years, the IRF World Congress has represented – for almost seven decades – an opportunity to celebrate the road and mobility sectors as enablers of growth and development.

Embracing the theme **“Connecting to Empower Mobility: Roads as Enablers of a Sustainable Future for All”**, the congress will serve as a platform for global leaders, industry experts, academia, and diverse public and private stakeholders to engage in insightful discussions and collaborative efforts, addressing pivotal issues and exploring innovations within the road and mobility sectors.

“The chosen theme reflects our dedication to envisioning a future where roads serve as pathways to empower mobility in all its forms – whether on foot, on a bicycle, on public transport or a motor vehicle, in urban or rural areas – thus connecting communities and fostering sustainable development on a global scale”, emphasises IRF President, Mr Anouar Benazzouz. **“The IRF World Congress 2024 will be an inspiring journey on how to pave the way for a future where roads are part of a transportation system that unites, empowers, and provides access to opportunities to all”**, he added.

The mysticism of the East and the modernity of the West, the constant time travel between the past and the future, the balance of the traditional and the modern.

This is Istanbul. This is Türkiye.

For more info. kindly visit the website :

<https://irfnet.ch/event/irf-world-congress-2024/>



Click on the
Youtube Icon to
watch the video

IRF-IC ACTIVITY CALENDAR 2024-25

Activities	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25
Webinar Series on Sustainable Infrastructure Development	Availability of Quality Construction Equipment for Quality Roads & Bridges _Road and Bridge construction equipment, which can make major enhancement in the quality of outputs	Smart & Intelligent Equipment for Modern and Top Quality Infrastructure Developments _In what way the smart and intelligent equipment can assist in realising the quality in modern infrastructures	Sustainable Development of Infrastructure Using Low Carbon Cement Concrete Construction _How the low carbon or no-carbon strategy in concrete can be pursued, concrete being the mostly used construction material	Use of Steel for Sustainable Infrastructure Development _How can we change the high embedded energy status of steel for sustainable infrastructure with all possible options	Sustainable Alternative Industrial Waste Materials for Infrastructure Development _What all industrial wastes having merits and availability to change the ecosystem of infrastructure developments	New Age and Perpetual Pavement for Performance and Economy _Technology and design methods for eliminating requirements of routine and periodic maintenance of road pavements	Stabilisation in Road Construction – Performance & Economy _Oldest method of pavement quality enhancement still not used routinely; how can this be changed for all future works	Revolution in Infrastructure Development by 3D Concrete Printing _Penetration of this revolution is insignificant so far; how to overcome the limitations and make it for routine adoption	Sustainable Infrastructure Development with Low Carbon Strategy Aiming to Net Zero _What is truly Net-Zero in terms of its dimensions, and how to reach there faster and making what efforts	Future of Infrastructure Development Using Innovative Technologies/Tools _Hi-tech methods of managing construction using AI, BIM, DT for optimizing on every front for best quality and economy	Capacity Augmentation & Service Life Enhancement of Bridges _Managing assets for maximizing service life and serviceability demands innovative and modern technologies	Asset Management for Roads and Bridges _Every asset be managed for maintenance management using modern tools and techniques
Road Safety Lecture Series	Modern Method of Crash Data Collection and Management including iRAD & eDAR in India	Accident Investigation & Crash Data Analysis – To Answer Who is Responsible	What is Wrong in Legal System of Road Safety (Accident) Adjudication – There is no Means to Prove Innocence?	ITS Policy in India and Specification for ATMS for Sustainable Enforcement in Primary Network	Adoption of Technologies for Better Traffic Management and Road Safety – How and What?	Research & Development Needs of Autonomous Vehicle Technologies in India – Its Practicality in India	Evaluation of Safety Performance of Road Infrastructure by Surrogate Measures	Something must Change for Better Road Safety Management in India – It is going from Bad to Worse!	Assessment and Management of Road Safety in the School Zone – Who is Responsible?	Traffic Enforcement in India – Why it is a Total Failure?	Safety of Motorised Two-Wheelers in India – How to Tackle it through Road & Vehicle Design Options?	What is a Totally Correct and Standard Emergency Response System with All its Components?
Trauma victim Rehabilitation Center with John Hopkins	←					Ongoing						→
World Road Statistics 2023		←						→				
IRF-IC Year Book 2024	←											
Annual Conference										End of Jan.		
Regional Conferences (3)			Ahmedabad				Guwahati					Mumbai

IRF-IC LECTURE SERIES IN 2024-25

Road Safety Lecture Series during 2024-25

These Lecture Sessions will be for 90 minutes only. The two presenter(s) will be given 25-30 minutes each to present the details in a very elaborate manner, and then there will be Q&A session for 20 minutes. Everything will be done without a rush. There will be introduction at the beginning and Vote of Thanks at the end, which will consume the remaining 10 minutes.

Sl. No.	Topic of Lecture	Possible Speaker(s)	Date of Lecture
1.	Modern Method of Crash Data Collection and Management including iRAD & eDAR in India	Prof. P K Sikdar _ about modern methods Mr. Joydeep Shome, NIC _on iRAD and eDAR	25 th Apr.
2.	Accident Investigation & Crash Data Analysis – To Answer Who is Responsible.	Mr. Tony Mathew, TRL (India) _crash data analysis Speaker from JPRI _ accident investigation	31 st May
3.	What is Wrong in Legal System of Road Safety (Accident) Adjudication – There is no Means to Prove Innocence?	Dr. Rohit Baluja _ What is the weakness various clauses/provisions Dr. Arun Mohan _ Is there way to fix responsibility	28 th Jun.
4.	ITS Policy in India and Specification for ATMS for Sustainable Enforcement in Primary Network	Mr. Akhilesh Srivastava _will advise someone for policy matters from NITI Aayog Mr. Dhaval Desai _for required ATMS Specs	26 th Jul.
5.	Adoption of Technologies for Better Traffic Management and Road Safety – How and What ?	Dr. S. Velmurugan, CRRI _various adoptable technologies for traffic management Some technically qualified DGP from South India (say Kerala/Karnataka) to say practicability	30 th Aug.
6.	Research & Development Needs of Autonomous Vehicle Technologies in India – Its Practicality in India	Dr. Rajalakshmi P, IIT Hyderabad _on autonomous vehicle developments & operation with Indian scenario of network/discipline A Major OEM, who is very critical about autonomous vehicles	27 th Sep.
7.	Evaluation of Safety Performance of Road Infrastructure by Surrogate Measures	Dr. S. S. Puwar, Gawar _on his own research Someone expert on other options of surrogate measures to assess network safety	25 th Oct.
8.	Something must Change for Better Road Safety Management in India – It is going from Bad to Worse !	Prof. M. Parida _on what are the reasons safety is not improving in India Speaker from NITI Aayog _critical options and how to adopt those	29 th Nov.
9.	Assessment and Management of Road Safety in the School Zone – Who is Responsible ?	Prof. M. Parida _the new IRC Code, aim, and what is still not addressed by the code Mr. Akhilesh Srivastava _who and how the systematic effort can be implemented for better safety for children	27 th Dec.
10.	Traffic Enforcement in India – Why it is a Total Failure ?	Mr. Taj Hassan _personal experience on the failure scenario with reasons A Serious Critic of police method of traffic rule enforcement, which is insignificant anyway	TBA
11.	Safety of Motorised Two-Wheelers in India – How to Tackle it through Road & Vehicle Design Options ?	Speaker from Hero Motor Corp./Bajaj _to elaborate all the safety measures provided by OEMs in two-wheelers Speaker (Road Research) _to suggest how design and traffic control/management can alleviate the situation	TBA
12.	What is a Totally Correct and Standard Emergency Response System with All its Components ?	Prof. Amit Gupta, AIIMS _to say about everything that is ideal from happening of accident to OT in Trauma Care centre to save life & disabilities One rehabilitated victim of a crash _real-life details of trauma and what all can be improved	TBA

IRF-IC WEBINAR SERIES IN 2024-25

Webinar Series during 2024-25 (Sustainable Infrastructure Development)

These webinars will be for total period of 60 minutes only. The two presenter(s) will be given 18-20 minutes each to present the details in a very elaborate manner, and then there will be Q&A session for 15 minutes. Everything will be done without a rush. There will be introduction at the beginning and Vote of Thanks at the end, which will consume the remaining 5 minutes.

Sl. No.	Tentative Topics of Webinar	Possible Speaker(s)	Date of Webinar
1.	Availability of Quality Construction Equipment for Quality Roads & Bridges <i>_Road and Bridge construction equipment, which can make major enhancement in the quality of outputs</i>	Mr Satin Sachdeva, CERA Speaker from TATA HITACHI	11 th Apr.
2.	Smart & Intelligent Equipment for Modern and Top Quality Infrastructure Developments <i>_In what way the smart and intelligent equipment can assist in realising the quality in modern infrastructures</i>	Speaker from AMMAN Speaker from Trimble	16 th May
3.	Sustainable Development of Infrastructure Using Low Carbon Cement Concrete Construction <i>_How the low carbon or no-carbon strategy in concrete can be pursued, concrete being the mostly used construction material</i>	Prof. Shashank Bishnoi, IIT Delhi Dr. Harshavardhan Subbarao / Mr. Alok Bhowmick	13 th Jun
4.	Use of Steel for Sustainable Infrastructure Development <i>_How can we change the high embedded energy status of steel for sustainable infrastructure with all possible options</i>	Prof. Mahendrakumar Madhavan, IIT Hyderabad Mr. Alok Sahay, Secretary General, Indian Steel Association	11 th Jul.
5.	Sustainable Alternative Industrial Waste Materials for Infrastructure Development <i>_What all industrial wastes having merits and availability to change the ecosystem of infrastructure developments</i>	Mr. Guru Vittal / Dr. Vasant Havanagi, CRRRI Prof (Dr.) Bhupendra Singh, IIT Jodhpur / associating person from Kansas University)	9 th Aug.
6.	New Age and Perpetual Pavement for Performance and Economy <i>_Technology and design methods for eliminating requirements of routine and periodic maintenance of road pavements</i>	Ms. Atasi Das, GR Infra (Prof. A. Veeraragavan to suggest a name)	12 th Sep.
7.	Stabilisation in Road Construction – Performance & Economy <i>_Oldest method of pavement quality enhancement still not used routinely; how can this be changed for all future works</i>	Speaker from Zydex Industries Speaker from CUBE Highways (Dr. Hari Kishan Reddy to suggest the name of the Speaker)	16 th Oct.
8.	Revolution in Infrastructure Development by 3D Concrete Printing <i>_Penetration of this revolution is insignificant so far; how to overcome the limitations and make it for routine adoption</i>	Prof. Biranchi Panda (Dr. Panda to suggest an Industry Speaker)	13 th Nov.
9.	Sustainable Infrastructure Development with Low Carbon Strategy Aiming to Net Zero <i>_What is truly Net-Zero in terms of its dimensions; and how to reach there faster and making what efforts</i>	Mr. V. N. Heggade Ms. Tamosi Bhattacharya	12 th Dec.
10.	Future of Infrastructure Development Using Innovative Technologies/Tools <i>_Hi-tech methods of managing construction using AI, BIM, DT for optimizing on every front for best quality and economy</i>	Speakers from areas of AI, Drone, BIM/Digital Twin (TCS)	TBA
11.	Capacity Augmentation & Service Life Enhancement of Bridges <i>_Managing assets for maximizing service life and serviceability demands innovative and modern technologies</i>	Dr Anandavalli N, CSIR- SERC Dr. Gopal Rai, DGC	TBA
12.	Asset Management for Roads and Bridges <i>_Every asset be managed for maintenance management using modern tools and techniques</i>	Dr. Narayan Chandra Pal (E-in-C), Odisha Speaker from LASA on actual RAMS development	TBA

SEPTEMBER, 2024

Topic and Theme:

CONNECT COLLABORATE CONQUER: INDIA INTERMAT 2024

“Building on the success of the inaugural edition, InterMat India 2024 promises to be an even more prominent and impactful event.”

Location: Bombay Convention & Exhibition Centre, NESCO Goregaon, Mumbai, Maharashtra

Date: 26-28 September, 2024

Further details: <https://intermatindia.com/>

OCTOBER, 2024

Topic and Theme:

IRF WORLD CONGRESS 2024

This 4 day Conference-cum-Exhibition is being organised by International Road Federation, Geneva. Embracing the theme “Connecting to Empower Mobility: Roads as Enablers of a Sustainable Future for All”, the congress will serve as a platform for global leaders, industry experts, academia, and diverse public and private stakeholders to engage in insightful discussions and collaborative efforts, addressing pivotal issues and exploring innovations within the road and mobility sectors.

Location: Istanbul, Türkiye

Date: 15-18 October 2024

Further details: <https://irfnet.ch/event/irf-world-congress-2024/>

Topic and Theme:

12th TrafficInfraTechExpo

BREAKING BARRIERS & BOUNDARIES:

Asia’s Largest Integrated Expo on Traffic, Road Construction Infrastructure, Parking and Smart Mobility.

IRF-IC is collaborating in this event as Knowledge Partners and organising two sessions on Road Safety. We have also taken up 144 sq.m. of exhibition space to serve as IRF pavilion. This premier event offers an outstanding opportunity for you to showcase your products and services. The key highlights of the Expo below.

- *Network with 7000+ professionals*
- *Launch new products*
- *Broaden your Distribution Network*
- *Meet New partners potential qualified buyers*
- *Expand newer markets to form business alliances*
- *Renew Business Ties*
- *Enhance relations with existing customers*

- *Capitalize on innovations and latest technologies*
- *Meet the Industry Leaders*
- *Take part in discussions*
- *Stay ahead of the competition*
- *And many more...*

Location: Hall No. 5, Pragati Maidan, New Delhi

Date: 22-24 October, 2024

Further details: <https://www.trafficinfratechexpo.com/>

Topic and Theme:

BAUMA CONEXPO ÍNDIA 2024

“7th International Trade Fair for Construction Machinery, Building Material Machines, Mining Machines and Construction Vehicles”

Location: India Expo Centre, Knowledge Park II, Greater Noida, 201306, Uttar Pradesh / Delhi NCR.

Date: 11-14 December, 2024

Register online through the website <https://mmiconnect.in/bci-2024/visitor/registration?source=website>

Safe School Zone
International Road Federation

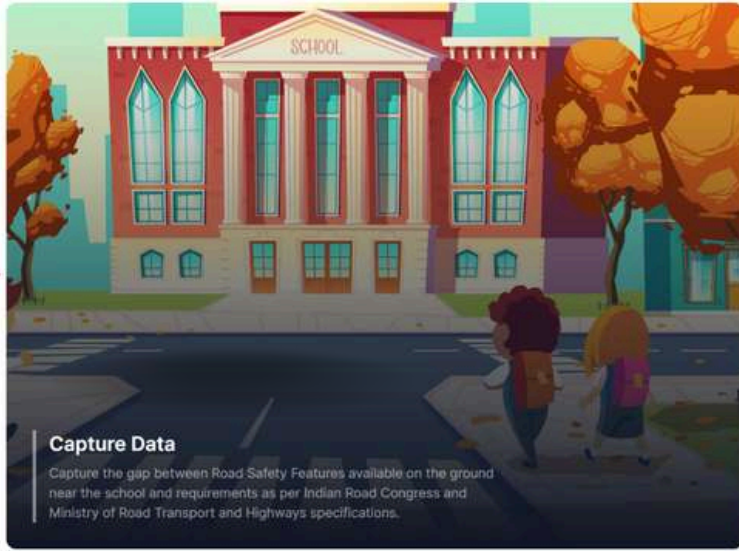
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We Are Enrolling

Recently, IRF-IC launched a School Zone Safety Programme, which follows the guidelines outlined in the IRC:SP:32 for fostering a culture of safety in school zone and conducting capacity-building of school zone road safety auditors. IRF-IC has also developed a **School Zone Safety Portal** that will bring Visibility about the School Zone Road Safety status in the public domain so that parents/citizens can see how safe the schools are, thereby paving the way for improvements in safety around the schools.

To Join
[CLICK HERE](#)

Members Suggestions

IRF-IC would like to receive your suggestions and ideas for improvement in the Newsletter and our activities.



IRF-IC Newsletter intends to reach a wide audience in India. We, therefore seek to project & showcase activities of all our honorable Members. Your contributions in the form of brief reports of your activities, events, awards, brief articles and other accomplishments are invited in the next issue of the Newsletter.

Video Of Woman Dancing To Haryanvi Song While Driving Mahindra Thar Is Viral; UP Police Responds



Making creative reels has become a major trend- with content creators trying bizarre ideas to garner more likes and comments- often posing a threat to their lives. A video has surfaced on social media showing a woman dancing inside a Mahindra Thar SUV while another woman is seated in the passenger seat. The women- dressed in traditional attire - dance to the Haryanvi song "Chamak Chamak." The driver removes her hands from the steering wheel to For more: <https://www.timesnownews.com/viral/video-of-woman-dancing-to-haryanvi-song-while-driving-mahindra-thar-is-viral-up-police-responds-article-111829634>

Seven UP Boys Ride One Motorcycle To Make Instagram Reel; Video Goes Viral



Some people are ready to put their lives in danger these days, that too for a few moments of fame on the internet. A video, which is going viral on social media, proves this fact. It shows 7 boys riding one motorcycle. According to reports, the video is from the area of Kathikhera, Hapur District, Uttar Pradesh. The clip was recorded by someone in a car. ... For more: <https://www.news18.com/viral/seven-up-boys-ride-one-motorcycle-to-make-instagram-reel-video-goes-viral-8529295.html>

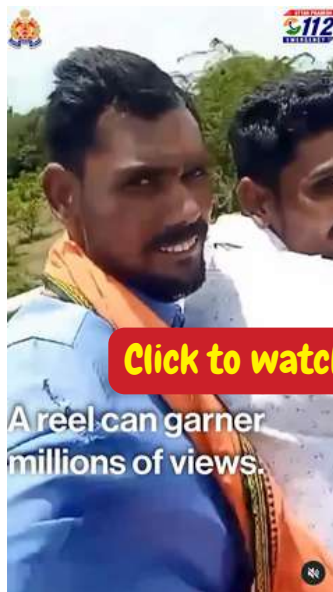


Helmet is for your own SAFETY!

DO NOT TAKE CHANCE - PROTECT PILLION RIDER ALSO

Initiative by IRF (India Chapter)

Trending On Social Media



A reel can garner millions of views.

Eyes on the road, not on the likes.



MAAn bhi jao, road par phone mat chalaao!



"Don't go 'Tauba Tauba' later"

Strap on your helmet now, skip tripling, and save the phone distractions for another time!



A rider cannot talk to their pillion passengers. This move aims to avoid any distraction for the rider while riding. As per the new law, if the rider is caught speaking to their pillion, a fine will be imposed on the person riding.



* ऐ भाई ज़रा देख के चलो! कि बत्ती कौनसी जल रही है ●●●



गद्दी चाहे Mirzapur बाइक की हो या गाड़ी की, ट्रैफिक नियम सेम रहेगा।



Road Safety Quiz

How well do you know about Road Safety?



1. In urban areas, what type of infrastructure improvements can enhance the safety of pedestrians?
 - a) Wider lanes for cars
 - b) Increased speed limits
 - c) Crosswalks, sidewalks, and pedestrian bridges
 - d) More traffic signals for vehicles
2. In areas with heavy pedestrian traffic, _____ may be implemented to slow down vehicles and prioritize pedestrian safety.
 - a) Speed Breaker
 - b) Speed Limits
 - c) Sign Board
 - d) Pedestrian Crossing
3. What is the function of flaggers in a work zone?
 - a) To entertain drivers with performances
 - b) To control traffic and guide drivers safely through the work zone
 - c) To compete in driving challenges with passing vehicles
 - d) To enforce strict speed limits on drivers
4. Which Traffic Signs when violated which may lead to offense?
 - a) Cautionary
 - b) Mandatory
 - c) Informatary
 - d) Both informatory and cautionary
5. Give way sign is of _____ shape.
 - a) Triangular
 - b) Circular
 - c) Octagonal
 - d) Hexagonal

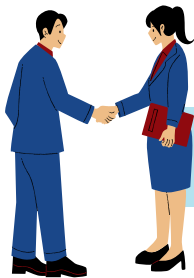
Please send us the answers on email

Click

Play Quiz

AND WIN EXCITING PRIZES!!

**The first 3 winners
photographs will be
published on our next
newsletter.**



JOIN OUR MEMBERSHIP



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 the road sector to join it as members and contribute to the efforts for better road infrastructure and safety.

For Membership Details: [Click Here](#)



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Editorial Board

Editor: Mr. Somenath Ghosh

Members : Mr. Akhilesh Srivastava, Ms. Aruna Shankari,
Ms. Pooja Bajaj, Mr. Jasvinder Duhan, Mr. Hari Krishna

International Road Federation (India Chapter)

A-9A, 3rd Floor, Green Park, New Delhi, Delhi 110016,

Tel:011-40041435

Email : india@irf.org.in, Website : www.indiairf.com

Next Newsletter will be released in December.

Follow us on



Designed by: Ms. Shubhangi Negi

We welcome Road Safety articles, interesting snippets & the work done by your organization in your domain.

Reviews are really important to us. We'd love to hear about your experience.

[Click Here](#)