



International Road Federation  
Fédération Routière Internationale  
Federación Internacional de Carreteras

# Newsletter



## From Editor's Desk

Dear Members and Partners,

As we move forward in our mission to create safer roads, I want to address a critical concern: road accident fatalities continue to rise each year, with a significant impact on our younger generation. This demographic, despite being well-educated, is often caught in dangerous behaviours—distracted driving linked to social media activities like creating reels, and incidents involving alcohol consumption are major contributors to fatal accidents. These challenges underscore the importance of our work and the need to reinforce our efforts.

At the International Road Federation - India Chapter (IRF-IC), we are dedicated to countering these alarming trends. Over the past year, we have intensified our efforts through regular road safety awareness campaigns, lectures and webinars, targeting a broad audience—from school students to professionals. These monthly initiatives are focused on educating individuals about the dangers of unsafe driving practices and the long-term benefits of following road safety norms.

On the international stage, our efforts have been equally impactful. I am pleased to share that our Founder President, Mr. K K Kapila, recently delivered a compelling address at the UK Parliament, highlighting the potential of Intelligent Transport Systems (ITS) to revolutionize road safety. This significant opportunity enabled us to discuss how advanced technology can be leveraged to create safer and more efficient transport networks, both in India and globally.

Despite the challenges, we remain steadfast in our mission to bring down accident rates and foster a culture of safety on our roads. Our commitment to educating the public and collaborating with international stakeholders is stronger than ever.

I encourage you all to continue supporting IRF-IC's initiatives and to actively participate in our events, as we work together to make a real difference.

Thank you for your unwavering dedication to road safety. Together, we can build a future where safe roads are a reality for everyone.

**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



Dear Members, Partners, and Colleagues, It gives me great pleasure to share the latest updates from the International Road Federation - India Chapter (IRF-IC), reflecting our ongoing commitment to advancing road safety and sustainable infrastructure.

We are proud to announce the upcoming Global Road Infrastructure Summit (GRIS) 2025, scheduled for 6th-7th March 2025, with the theme "Vision Zero: Sustainable Infratech and Policy for Safer Roads." This year's conference will focus on creating a future free of road fatalities through innovative, sustainable infrastructure and policy initiatives. Building on the success of last year's event, which was centered around "Revolutionizing Road Infrastructure with Modern Equipment, Technologies, Sustainable Materials, and Policy Guidelines," we continue to strengthen our legacy of bringing together global thought leaders to drive impactful change.

In addition to the GRIS 2025, I am delighted to inform you of a significant project awarded to us by the Ministry of Education, Govt. of India. We have been entrusted with conducting a pilot project on school zone safety audits, encompassing 10 higher secondary schools in each of five states—Assam, Bihar, Karnataka, Tamil Nadu, and Uttar Pradesh. This project underscores the growing recognition of the importance of ensuring safety in school zones and we are dedicated to using our expertise to safeguard students, making educational environments safer across the nation.

Moreover, I am pleased to welcome INTERISE as a new member of IRF-IC. They have entrusted us with a pilot project that involves implementing our comprehensive 5E Programme (Engineering of Roads, Engineering of Vehicles, Education, Enforcement & Emergency Care) and conducting an EHS (Environment, Health and Safety) audit on a 79 km stretch of NH 48 (SUTPL) in Rajasthan. This initiative is an opportunity to showcase our multi-faceted approach to road safety, focusing on sustainable and effective solutions for one of the country's critical highway corridors.

These new initiatives are a testament to the trust our stakeholders have in IRF-IC's capacity to lead impactful projects and they reflect our relentless dedication to enhancing road safety standards. As we move forward, I invite all our members and partners to actively engage with these endeavours—whether through participation in GRIS 2025, involvement in our projects, or by contributing your expertise to our shared mission.

Let us continue to work together towards a safer and more sustainable road environment for all.

Thank you for your ongoing support and commitment.

**K. K. Kapila**

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

## From President's Desk



As we continue our efforts to enhance road safety, it is essential to recognize the strong connection between road safety and urban cleanliness. These two areas are deeply intertwined and directly impact our daily lives, economic well-being, and the safety of our communities. In this context, we must align our road safety initiatives with the broader vision of the Swachh Bharat Abhiyan, a transformative campaign launched by our Hon'ble Prime Minister, Shri Narendra Modi, aimed at ensuring cleanliness, hygiene, and sanitation across the nation.

One of the significant challenges contributing to road accidents and traffic congestion is the garbage and waste that accumulate on roads, along with encroachments that obstruct the free movement of traffic. These not only create unsafe conditions for drivers but also impede the smooth flow of transportation, leading to delays and increased accident risks. Swachh Bharat Abhiyan advocates for cleaner, waste-free environments, which directly correlate with safer and more efficient roads. The campaign encourages citizens, municipalities, and local authorities to take responsibility for the cleanliness of public spaces, including roads, which is essential for road safety.

Additionally, urban infrastructure, such as drainage systems, often fails to keep up with the growing demands of cities. Blocked drains during the monsoon or poor drainage systems lead to waterlogging, causing accidents, vehicle damage, and delays. These infrastructure issues also contribute to a significant economic loss—not just in terms of time wasted in traffic jams, but also in the repair costs for vehicles and the potential damage to public infrastructure. It is essential that we integrate Swachh Bharat Abhiyan's principles into our approach to road safety by improving urban infrastructure, addressing waste management, and ensuring our cities are designed to handle both cleanliness and traffic efficiently.

At the International Road Federation - India Chapter (IRF-IC), we are committed to supporting Swachh Bharat Abhiyan by promoting cleaner, safer roads and advocating for better infrastructure. Our work in road safety is inherently linked to these larger national goals, and we continue to educate and engage communities to adopt practices that improve both road conditions and cleanliness.

By working together, we can create an environment where roads are not only safer but also cleaner, more sustainable, and economically efficient. We urge all stakeholders to align their efforts with the vision of Swachh Bharat Abhiyan and contribute to making our cities and roads better for future generations.

Thank you for your support in this vital mission.

**Lt.Gen. Harpal Singh (Retd.)**

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

## Recent Activities of IRF-IC

### IRF-IC Collaborates as Knowledge Partner at 12th TrafficInfraTechExpo 2024

The 12th edition of TrafficInfraTechExpo 2024, Asia's largest integrated expo focused on Traffic and Transport Technologies, Parking Management, Road Infrastructure, Technology, and Safe & Smart Mobility, was held at Pragati Maidan, New Delhi, from October 22nd to 24th, 2024. The event brought together industry leaders, experts, and innovators in the fields of mobility, infrastructure, and road safety.

As Knowledge Partners for the event, IRF-IC played a key role in shaping the discussions and knowledge-sharing sessions. The first two sessions, held on October 22nd, 2024, centered



around Road Safety with the theme: "Vision Zero: Targeting Road Safety by 5Es with Innovative Technologies." These sessions emphasized the importance of a holistic approach to road safety, incorporating the 5Es—Engineering of Roads, Engineering of Vehicles, Education, Enforcement, Emergency Care—alongside

cutting-edge technologies to achieve zero fatalities on our roads.

The concurrent TrafficInfraTechExpo showcased the latest advancements in traffic and transport technologies, parking management systems and sustainable road infrastructure, offering attendees a unique opportunity to explore new solutions that can contribute to safer and smarter mobility.

IRF-IC is honoured to have contributed to the success of TrafficInfraTechExpo 2024 and looks forward to continuing its work in collaboration with like-minded partners to enhance road safety and sustainable mobility across the region.



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

Initiative by IRF (India Chapter)

# IRF-IC's School Zone Safety Pilot Program

We are pleased to announce the successful launch of our School Zone Safety Program, developed in accordance with the guidelines outlined in IRC: SP: 32. This program is designed to assess and improve safety conditions around school zones, prioritizing the well-being of students, staff and the wider community.

Building on the success of this initiative, the Ministry of Education, Govt. of India has entrusted IRF-IC with a pilot project aimed at conducting comprehensive school zone safety audits in 10 higher secondary schools across each of the five States: Assam, Bihar, Karnataka, Tamil Nadu, and Uttar Pradesh. This project was undertaken to assess current safety practices, identify potential hazards, and recommend improvements to ensure safer school environments.

In collaboration with our expert partners, the IRF-IC team executed the pilot project with a focus on rigorous data collection and thorough analysis. The audits involved examining key elements such as traffic flow, road infrastructure, signage, pedestrian safety and other factors that impact the safety of students and staff.

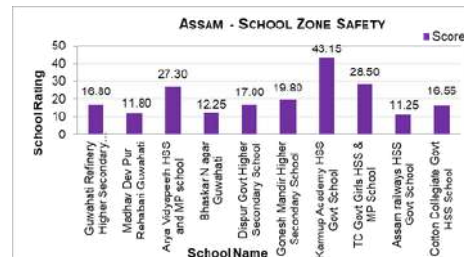
Following the completion of the audits, a detailed report encompassing the findings, recommendations, and action plans was compiled.



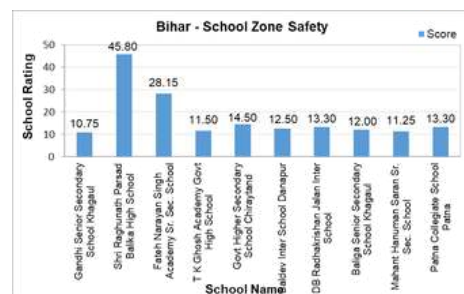
This report has been formally shared with the Ministry of Education as well as the respective State Education Departments for review, reference, and further action. The insights gathered from this pilot project will serve as a critical reference for implementing broader school zone safety measures across the country.

## The Brief Findings & Highlights of each State are as under:

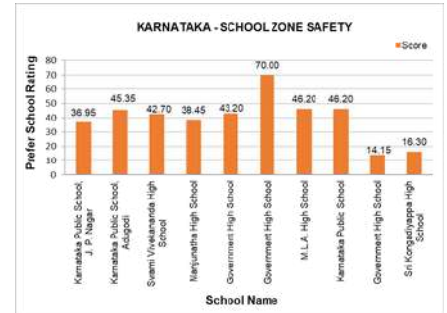
### Assam



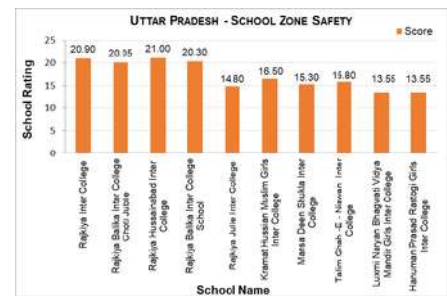
### Bihar



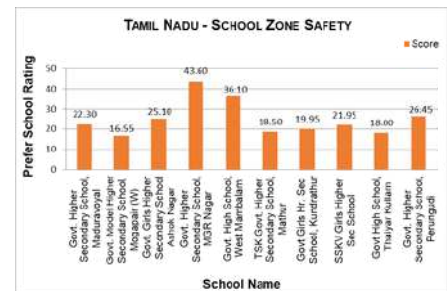
### Karnataka



### Uttar Pradesh



### Tamil Nadu



We are confident that the results of this pilot will pave the way for further improvements in school zone safety, and we look forward to the continued collaboration with government bodies and stakeholders to ensure safer environments for our future generations.

## IRF Successfully Hosts World Road Congress 2024 in Istanbul, Turkey

The International Road Federation (IRF) Geneva, the parent organization of IRF-India Chapter (IRF-IC), successfully organized the World Road Congress 2024 in Istanbul, Turkey from October 15-18, 2024. Under the theme "Connecting to Empower Mobility: Roads as Enablers of a Sustainable Future for All," the congress attracted global leaders, industry experts and key stakeholders from the road safety and mobility sectors.

The event featured a high-level technical conference, an expansive exhibition and insightful technical visits, all designed to highlight innovative solutions for sustainable road mobility.



Distinguished members of Team IRF-IC participated actively in the conference, contributing as speakers and engaging in various sessions on road safety, sustainable infrastructure and mobility innovation.

Alongside the conference, the exhibition provided an excellent platform for networking, where we had the opportunity to engage with like-minded partners in the road safety domain.

The exhibition allowed for meaningful discussions and collaboration with professionals committed to advancing road safety worldwide.

Looking ahead, IRF-IC extended an invitation to all attendees to join the upcoming Global Road Infratech Summit & Expo (GRIS-2025), where we will continue to drive forward our mission of safer and more sustainable roads for all.

### Some Snapshots of the event:



## IRF-IC Partners with INTERISE on NH 48 (SUTPL) Pilot Project

IRF-IC is proud to announce its collaboration with **INTERISE**, our new member, on a pilot project involving the **5E Programme** (Engineering of Roads, Engineering of Vehicles, Education, Enforcement, and Emergency Care) and an **EHS (Environment, Health, and Safety)** audit along a **79 km stretch of NH 48 (SUTPL)** in Rajasthan. Our team has successfully completed both programs, and the reports have been submitted to the client.

### Key Highlights of the Project:

**E1: Engineering of Roads (Road Safety Audit):** As part of the **Engineering of Roads** component, a comprehensive **road safety audit** was conducted along the entire **79 km stretch** of NH 48. This audit identified potential hazards, areas for infrastructure improvement, and safety interventions to reduce accidents and improve road safety for all users.

**E2: Engineering of Vehicles:** The **Engineering of Vehicles** component focused on promoting vehicle safety standards and ensuring that vehicles using the stretch are compliant with relevant regulations. We worked on raising awareness about vehicle maintenance and safety practices to ensure safer vehicles on the road.

**E3: Education:** Under the **Education** pillar, we imparted **road safety education** to **school children in 26 schools** located within the **5 km buffer zone** of the NH 48 stretch. This initiative aimed at educating the younger generation on road safety rules, encouraging them to be ambassadors for safer roads in their communities.

**E4: Enforcement:** As part of the **Enforcement** efforts, **35 police personnel** from various ranks across police stations within the **5 km buffer zone** were trained on **Traffic Management and Enforcement**. The training, held at the **Zila Parishad Auditorium in Rajsamand**, equipped the officers with enhanced skills to enforce traffic laws more effectively and improve safety along the stretch.

**E5: Emergency Care:** We also trained 213 bystanders on **first aid and basic life-saving training sessions** at both **toll plazas** and in the **villages** along the stretch. These sessions equipped local communities and toll plaza staff with essential skills to respond effectively to road accidents and medical emergencies. In addition, we enumerated **9 hospitals** in the area to assess existing infrastructure and identify gaps in emergency care facilities.

**EHS Audit:** A comprehensive **EHS audit** was carried out at **two toll plazas** and a **plant** along the stretch, focusing on environmental compliance, health and safety practices. The audit identified key areas for improvement, ensuring a safer and more sustainable operation along NH 48.

Through these efforts, IRF-IC has contributed to improving road safety, traffic enforcement, emergency care, and environmental practices along the NH 48 corridor. This project underscores our commitment to enhancing road safety and sustainability across the country.

Stay tuned for more updates on IRF-IC's initiatives as we continue to collaborate with members and stakeholders to make our roads safer and more sustainable.







# IRF Writes to PM Expressing Concern

## IRF WRITES TO PM EXPRESSING CONCERN



Ahmedabad, International Road Federation (IRF) global road safety body working for better and safer roads worldwide has written a letter to the Prime Minister Narendra Modi expressing concern at growing number of road accident fatalities in the country and has suggested implementing strategies aimed at raising awareness, influencing policy, and advancing road safety measures. "Road safety is an urgent and growing concern in India, and despite efforts made over the years, road fatalities continue to rise. According to the Ministry of Road Transport

and Highways (MoRTH), India recorded over 165,000 road traffic deaths in the year 2023 alone, a number that accounts for roughly 11% of the global road traffic fatalities. This statistic speaks about the urgent need for coordinated action to save lives and reduce the social and economic impact of road accidents. The numbers reflect both a tragedy and an opportunity for meaningful intervention." Said Mr K K Kapila. President Emeritus, International Road Federation (IRF) in the letter to PM . "Despite running of various campaigns involving road sa by the government, corporates and non government bodies including IRF in the country. Despite collective efforts, India remains one of the most dangerous places for road users. Some of the campaigns promoting road safety included generating road safety awareness, advocacy for safer infrastructure, Public-private partnership for policy change" said Mr Kapila.

The International Road Federation (IRF) has written a letter to Prime Minister Narendra Modi expressing concern at growing number of road accident fatalities in the country.

IRF president emeritus K K Kapila in the letter suggested implementing strategies aimed at raising awareness, influencing policy, and advancing road safety measures. For more: <https://www.dailypioneer.com/2024/business/irf-writes-to-pm-expressing-concern-at-growing-road-fatalities-in-india.html>



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K. K. Kapila  
President (Emeritus)

IRF:134.18.KK: 680

7<sup>th</sup> November, 2024

Sub: Road Safety

Respected Modi :

I hope this letter finds you in the best of health and spirits. I am writing to you in my capacity as the President of the International Road Federation (IRF), a global body committed to enhancing road safety, promoting sustainable mobility, and facilitating innovative solutions to reduce road traffic accidents worldwide.

As you are aware, road safety is an urgent and growing concern in India, and despite efforts made over the years, road fatalities continue to rise. According to the Ministry of Road Transport and Highways (MoRTH), India recorded over 165,000 road traffic deaths in the year 2023 alone, a number that accounts for roughly 11% of the global road traffic fatalities. This statistic is not just alarming but speaks about the urgent need for coordinated action to save lives and reduce the social and economic impact of road accidents. The numbers reflect both a tragedy and an opportunity for meaningful intervention.

The IRF has been actively involved in promoting road safety in India for over a decade, running impactful campaigns and implementing strategies aimed at raising awareness, influencing policy, and advancing road safety measures. Our initiatives have included:

1. Road Safety Education Campaigns: We have conducted multiple campaigns across key Indian states, focusing on educating drivers, pedestrians, and local authorities about safe road behaviors, traffic rules, and the use of safety equipment like helmets and seatbelts.
2. Advocacy for Safer Infrastructure: Through technical workshops and expert consultations, we have worked with local governments and road agencies to advocate for the implementation of safer road designs, better signage, and intelligent traffic management systems.
3. Partnerships with Corporates and NGOs: IRF has partnered with corporate entities and non-governmental organizations to fund and execute road safety interventions, including the installation of speed cameras, the development of safer pedestrian zones, and the creation of digital platforms for reporting unsafe driving.
4. Public-Private Collaboration for Policy Change: We have actively lobbied for stronger enforcement of traffic laws and greater investment in road infrastructure. In collaboration with local authorities, we have worked to bring about policy changes that will promote safer road environments, especially in high-risk urban areas.

Despite our collective efforts, India remains one of the most dangerous places for road users. It is, therefore, essential to galvanize public awareness, political will, and continuous engagement at every level of society. As the leader of the nation and someone who embodies India's values and aspirations, you are in a unique position to further this cause, leveraging your leadership to create lasting change.

I would like to humbly request your support in promoting road safety initiatives. Here are a few actions that could significantly amplify our ongoing efforts:

1. Incorporating Road Safety into Daily Addresses: Given your regular engagements with the public, including national addresses and social media interactions, incorporating the topic of road safety into these platforms would greatly amplify the message. A brief mention of road safety, the importance of obeying traffic rules, and reducing road fatalities could reach millions of people, especially younger audiences.

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I am confident, once the above measures are taken, the road safety scenario in India will change dramatically.

In closing, I believe that with your leadership, India can make significant strides in reducing road traffic fatalities and creating a culture of safe mobility for all citizens. The International Road Federation would be honored to continue working with you and the Government of India in this important effort.

Thank you for considering this request. I look forward to the opportunity to collaborate with your esteemed office and to further discuss how we can together advance the cause of road safety in India.

With warm regards  
yours truly,  
*K. K. Kapila*  
(K. K. Kapila)

Encl: Pen Drive Containing Road Safety Anthem

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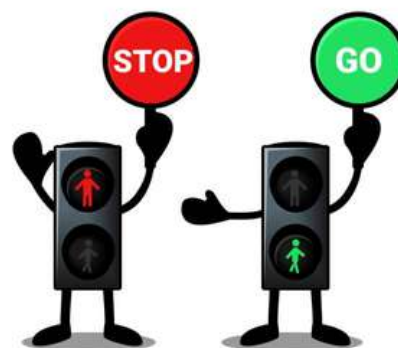
## What Chanakaya Says...

### TOD: Boon or Curse ?

There is tremendous hype for the Transit Oriented Development (TOD) in most developing economies. It is stated again and again that it is for sustainability and environmental safeguard. The proposers for TOD giving the arguments in favour for its characteristics are walkable and liveable communities with high-density mixed land-use. The central argument for TOD is especially for promoting public transport in all forms, with train station, light rail or bus stops at the proximity of the communities. Fundamentally, the dense bus route network and first-mile last-mile connectivity with sustainable modes will eliminate the need of TOD altogether. The three pillars of TOD as (i) Enable Transformation, (ii) Accessible Public Transport, and (iii) Compact Walkable Communities, are all duly covered by the converse of TOD development suggested above.

The better quality of life, improved living, working, and recreational spaces even under TOD will be possible, if and only if the development controls are enforced. Without development control, the best planned systems are also ruined to chaotic developments. In most TOD developments attempted in India, due to absence of any control, all types of commercial establishments are allowed at the ground floor and the surrounding of multi-storied residential developments. This present concept of development makes the environment hugely degraded in every way, and the surrounding is not fit for peaceful and comfortable residential living with legitimate privacy. Further, as all transport authorities are not in command of the Development Authorities advocating TOD, the actual transport development requirements are never matched to the objectives of TOD. Any uncontrolled mixed land use with absence of properly planned transit in true sense makes it like 'living in bazar', example of such development can be seen in the photographs.

In any normal TOD implemented in Indian cities, along with other uncontrolled formal commercial developments, informal developments with vending establishments of permanent and semi-permanent nature also develops, creating very high demand for parking as well, which make the whole area congested and with serious level of safety issues for children, women and older people. It is high time now to consider TOD concept carefully, because it is still not proved by careful evaluation, whether it is a boon or curse.



**Traffic Signals are for Your Safety – RESPECT THEM !!**

Initiative by  IRF (India Chapter)

## Articles

### Potholeraja- An Innovative Solution

With a team of just seven people, PotholeRaja has transformed road safety across 30 cities, setting a global benchmark that many countries now seek to emulate. The enterprise was founded in 2016 by Dr. Prathap Bhimasena Rao, who was motivated by the tragic loss of a friend's daughter in a bike accident caused by a pothole. A year later, Saurabh Kumar joined the mission after witnessing a similar tragedy, where a woman lost her life when her two-wheeler hit a pothole. United by a shared goal to save lives, they began repairing potholes, focusing on using waste materials to promote sustainability and reduce fuel wastage.

Their journey started with a simple call to action, encouraging citizens to report potholes in their neighborhoods or on their regular routes via social media and WhatsApp. Initially, they funded the repairs out of their own pockets, gathering resources through personal effort. As their story spread, volunteers began to join the cause, offering both time and financial support.

### PotHoleRaja - A Startup that's Using Recycled Plastic to Make Roads Safer



A year into their work, they discovered GridMats—eco-friendly, durable mats made from 100% recycled plastic waste.

These mats, which are laid over a bedding layer and filled with various materials, offer a more durable and sustainable alternative to traditional road construction methods. Roads built with GridMats can be completed in less than half the time, at 20-25% lower costs, with 80%

less concrete, and 80% fewer carbon emissions.

This small but dedicated team has made a significant impact, installing 5,000 square meters of GridMats and working on a project to cover another 30,000 square meters in Bengaluru. Their efforts demonstrate the power of a cause that inspires people to contribute their time and resources, creating a positive change that will save countless lives.

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

Initiative by IRF (India Chapter)



## What is Road Hypnosis?

Road hypnosis is a physical condition that most drivers are unaware of. It starts after driving for 2.5 hours on the road. In hypnosis, the driver's eyes are open, but the brain does not record or analyze what the eyes see.

Road hypnosis is the number one reason for crashing into the vehicle or truck parked in front of you.

A driver with road hypnosis does not remember the last 15 minutes until the moment of the accident. They cannot analyze their own speed or the speed of the vehicle in front of them; usually, the accident occurs at a speed of over 140 km/h.

To save yourself from road hypnosis, it is essential to stop every 2.5 hours, walk, and drink tea or coffee.

It is crucial to take note and remember specific locations and vehicles while driving.

If you don't remember the last 15 minutes, it means you are taking yourself and your passengers towards death.

Road hypnosis occurs more frequently at night, and if the passengers are also sleeping, the situation is extremely critical.

The driver should stop every 2.5 hours, rest for 5-6 minutes, walk, and keep their mind open.

If the eyes are open but the mind is closed, an accident is inevitable. Stay safe and drive safely.

**Article source: Courtesy - Dr. Shrikant Gundavara, Radiologist, Pune."**



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

Initiative by IRF (India Chapter)

## Members Section

### Muskaan NGO's Road Safety Education in Schools: Through Train the Teachers program

In a developing country like India, where educating children on basic elements such as traffic signals and zebra crossings is no longer sufficient, integration of road safety education in the curricula is a widely recommended approach. This concept is effective for children of all age group, specifically because the school going kids are active road users. They must understand the dynamics of road safety to be safe and at a later stage become responsible road users. Muskaan's curriculum has been meticulously collated into a handbook for teachers, created with inputs from a diverse group of experts including police officers, doctors, and lawyers. This collaborative initiative ensures that the information presented is both comprehensive and accessible to educators.



#### An Innovative, Ready Reckoned Handbook for Teachers :

The handbook is designed based on modern pedagogical approaches and includes 40-minute learning capsules. Each capsule comes with clear outcomes and the necessary teaching resources, making it user-friendly for teachers. The modules are tailored to cater to two distinct student groups: grades six through eight, and grades nine through twelve. This stratification ensures that the content is age-appropriate and graspable for the students. As teachers become more adept at delivering the content and integrating it into their regular teaching schedules, the program can be sustained and expanded with minimal additional resources. This model not only perpetuates road safety awareness among students but also embeds it within the school culture, ensuring its continued impact year after year.



#### A Sustainable, Feasible and Replicable Module:

The sustainability of Muskaan NGO's road safety education model is anchored in its strategic use of trained teachers and a comprehensive handbook. By equipping teachers with specialized training and a detailed curriculum, the program ensures that road safety education becomes an integral, replicable and ongoing part of the school environment.

The handbook, designed with input from police, doctors, and lawyers, serves as a robust resource that is feasible and teachers can rely on. It provides structured 40-minute learning capsules with clear outcomes and necessary teaching materials, allowing for consistent and effective delivery of the curriculum. This ensures that even as new students enter the school system, they receive the same high-quality education on road safety.

A pilot program using this curriculum was conducted in 12 government schools in Varanasi, Uttar Pradesh.

The program covered 30 teachers and reached 4,200 students. To evaluate the effectiveness of the curriculum, baseline and end line surveys were conducted in a span of four months with the students. These surveys provided valuable insights into the students' knowledge and understanding of road safety before and after the program, highlighting areas of improvement and the impact of the education provided. One of the key strengths of Muskaan's module is its comprehensive nature. The curriculum goes beyond basic road safety concepts and addresses more complex aspects of road safety dynamics. This ensures that students are not only aware of traffic signals and zebra crossings but also understand broader road safety issues. For instance, the curriculum includes lessons on the importance of wearing helmets and seatbelts, understanding pedestrian rights, and recognizing the dangers of distracted walking and relevant laws & legislations.

### The Ripple Effect:

The program empowers students to become advocates of road safety within their families and communities. The ripple effect of educating children on road safety can lead to broader societal changes, encouraging families to adopt safer practices in their daily lives. This not only enhances students' understanding of road safety but also fosters a culture of safety that can extend beyond the classroom and into the wider community.

### Delivered Further in 45 Air Force Schools Pan India

Muskaan's Road Safety School Education Teachers' Training Module was further delivered in 45 schools of Indian Air Force wherein 125 teachers were trained in 4 Train the Teachers Program at Bangluru, Ambala, Jaipur and Kanpur reinforcing its value and innovation for the young road users through teachers.



**Be a Good Citizen - Do Not Cross Speed Limits**

Initiative by  IRF (India Chapter)

## ROAD SAFETY PROVISIONS IN INDIA

By: Manoj Datta, Chartered Architect

### Road Safety Problem

Road safety is one of the most critical aspects of transportation engineering and traffic management. It encompasses strategies, systems, and measures and provisions are designed to reduce accidents, protect all road users, and ensure the safe movement of varied modes of road transport like vehicles, cyclists, mixed traffic and pedestrians. By focusing on road safety, design engineers have primary role to create safer roads, decrease traffic fatalities, and enhance overall public health.

The goal of road safety is to reduce the likelihood of accidents, limit the severity of collisions, and promote a safe driving environment for all road users.

By employing comprehensive road safety strategies, road design engineers' aim is to protect human life and maintain smooth traffic operations across urban and rural areas.

### Issues observed on Indian road design

- EIA and SIA may not be carried out diligently.
- Mixed modes of transportation in urban roads – on most of the roads it is found that that the same carriage way carries two wheelers, four wheelers, three wheelers, trucks. buses, cycle rickshaws, hand drawn carts, cycles etc. Each of the above modes has different travelling speed and thus effect the overall speed of commuters. There is no dedicated lane for different modes of transport, and there seems to be no policy in this regard.
- Congestion is common in case of a breakdown due to lack of emergency lanes on either side of the road.
- Road edges are not properly finished and graded, which is an execution issue Inadequate provisions for road drainage, and wear and tear of a road increases at a faster rate due to proper lack of drainage.
- In most of the cases along the highway 'cats eyes' are not found. These are essential since highways do not have lights, and these are essential to travel at night and under foggy conditions.
- Roadside lay-byes are essential for resting of passengers at certain intervals. Generally these are missing or not designed and be a part of the policy.

### EIA & SIA

The Environmental Impact Assessment (EIA) process has been subject to both critiques and adjustments with the aim of addressing the main issues emerging from its wider implications in implementation. In this regard, one of the most active debates has been on the weight allocated to the analysis of the social impacts of the project implementation, often considered too limited. The Social Impact Assessment (SIA) was for long been considered as a component subordinate to the Environmental Impact Assessment.

As a follow up to such a debate, the Environmental and Social Impact Assessment (ESIA) has been introduced and is now being widely applied by multilateral donors, international agencies and private lending institutions. It appears as a promising tool based on an integrated assessment where biophysical and social impacts of

projects, programs and policy initiatives, are equally acknowledged and evaluated.

In the meanwhile, EIA has been given legal and institutional force by being recognized in a large number of international conventions, protocols and agreements. The adoption of EIA procedure, in fact, with due differences, encompasses developed, developing and transitional countries.

Significant result was realized from debate on the weight allocated to the analysis of the environment and social facets of project implementation, The relevance of the social dimension of projects has then been increasingly acknowledged, insomuch as that new approaches to impact assessment have emerged calling for an integrated perspective where environmental and social matters are equally acknowledged and evaluated. Thus is a critical.

Need to carry out these assessments before the safe roads are designed and implemented.

Some essential road accessories and design guidelines

Cats' Eye – or Road studs. Road studs include a lens or sheeting that enhances their visibility by reflecting the light from headlights of vehicles and make the road visible to the drivers.

*Aluminum Road Studs:* As the name suggests, aluminum road studs have aluminum casings with reflective objects installed within them. These are strong and durable. They are suitable to install in the middle of the road. LED road studs are with a solar panel on the top and a battery which gets charged by sunlight during the daytime. At night their LEDs start emitting light. They may or may not have small reflectors, but because of the bright LEDs, they are lot more visible. They can easily be viewed from a longer distance than other types of road studs.



A Typical Cats' Eye.



On highways, it is usually placed at an interval of 9 m - 18 m and depends on the radius of the horizontal/vertical curve of the section of the road.

Roadside Lay-bys

Perhaps the most common layby type is that created from a piece of the old road alignment when a road is improved. These can extend from a small piece of additional roadside tarmac, barely large enough for a couple of cars, to a properly designed lengthy off-line loops several hundred meters long and at least three lane two vehicles wide throughout as truck Layby.

In addition to acting as short-term stopping places, lay-bys may be provided for more specialized functions such as emergency lay-bys for broken down vehicles, truck lay-bys where vehicles may pull off the road for maintenance. In circumstances where demand for stopping is high, rest areas with washrooms, etc may also be preferred.

The distance between Lay-bys should be as per the code / norm used by the highway authority.



Emergency lanes

The concept of emergency lane is basically the lane outside the traffic lanes and are typically not as wide as traffic lanes. It is also referred to as the shoulder (paved and unpaved), and mainly it will be found on the left side of the road in India. It is provided for use in emergency situations, such as a vehicle break down or to execute an evasive maneuver. It can also be used by emergency service vehicles, such as an ambulance, fire trucks, etc. to get past the traffic. It must be considered as a vital component of road design.

Conclusion:

- It is imperative that the above shortcomings are addressed diligently prior to any design is undertaken.
- National Highway Authority of India (NHAI), National Rural Infrastructure Development Agency (NRIDA) and Municipal bodies that are involved with design of roads within their jurisdictions must strictly enforce all the requirements for safe transportation of goods and varied modes of transportation.
- A regular audit of the road design and development must be carried out as well as pre-opening audit on completion of the road construction to be made mandatory prior to commissioning of the road.



# Consumer Education Series

## Scheme for Good Samaritan

### Launch Details:

- **Launched on:** 3rd October 2021
- **Launched by:** Ministry of Road Transport & Highways (MoRTH)
- **Objective:** To motivate the general public to help road accident victims during emergencies by providing immediate assistance within the Golden Hour and transporting them to a hospital or trauma care center.
- **Scheme Duration:** The scheme will remain operational until 31st March 2026, completing the 15th Financial Cycle.



### Award Details:

- **Award Amount:** ₹5,000 per incident for each Good Samaritan who assists a victim of a fatal motor vehicle accident by administering immediate aid and ensuring timely medical treatment.
- **Conditions:**
  1. If a Good Samaritan saves one or more victims in a single incident, they will receive ₹5,000 only.
  2. If multiple Good Samaritans save a single victim, the ₹5,000 will be equally divided among them.
  3. If multiple Good Samaritans save multiple victims, ₹5,000 will be awarded per victim, with a maximum of ₹5,000 per Good Samaritan.
- **Recognition:**
  1. Each Good Samaritan receives a "**Certificate of Appreciation**" with their cash award.
  2. There will be 10 **National Level Awards** for the most deserving Good Samaritans each year, with each receiving ₹1,00,000, a certificate, and a trophy.
  3. A Good Samaritan can be awarded **up to 5 times per year**.



### Eligibility:

1. The applicant must have saved the life of a fatal motor vehicle accident victim by providing immediate help and transporting them to a hospital or trauma care center within the Golden Hour.
2. Good Samaritans must be willing to disclose their identity to be eligible for the award.

### Application Process:

#### 1. Offline Application:

- **Case 1:** If the Good Samaritan informs the police first, the police verify the details with the doctor, and an acknowledgment is issued, including the Good Samaritan's details, incident specifics, and the assistance provided.
- **Case 2:** If the Good Samaritan directly transports the victim to the hospital, the hospital provides the relevant details to the police, who then issue an acknowledgment to the Good Samaritan.

**2. Steps:**

- **Step 1:** The police station sends a copy of the acknowledgment to the District-Level Appraisal Committee, chaired by the District Magistrate, with a copy to the Good Samaritan.
- **Step 2:** The Appraisal Committee reviews the case and approves the proposal monthly.
- **Step 3:** Approved cases are forwarded to the Transport Commissioner of the respective State/UT for payment processing.
- **Step 4:** Payment is made directly into the Good Samaritan's bank account by the State/UT Transport Department.
- **Step 5:** The State/UT Monitoring Committee nominates three outstanding Good Samaritans for national-level awards, which are reviewed by MoRTH.

• **Required Documents:**

1. Identity Card
2. Address Proof
3. Bank Account Details
4. Certification from the Police Department
5. Certification from the Hospital

• **Additional Information:**

The **National Level Awards** are determined by an Appraisal Committee at MoRTH, and the ten selected Good Samaritans will be awarded ₹1,00,000 each, along with a certificate and trophy, at the National Road Safety Month (NRSM) event in Delhi.



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

Initiative by  IRF (India Chapter)

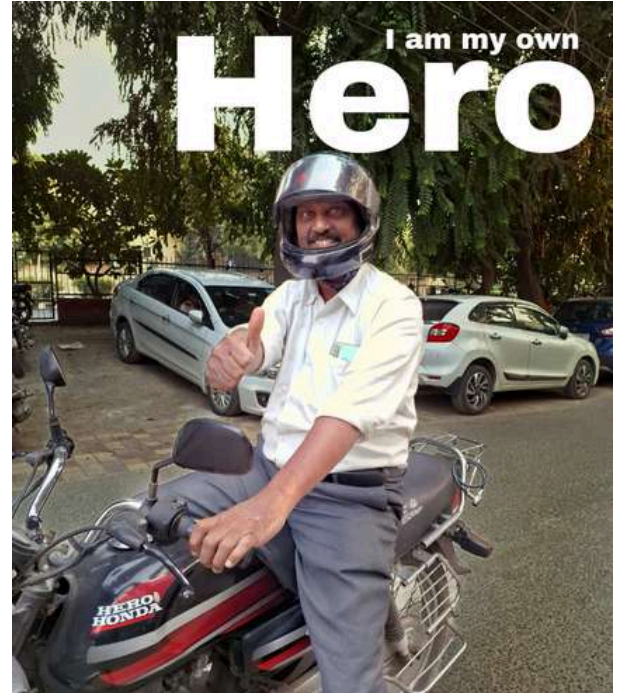
## I Am My Own Hero: A Commitment to Road Safety

When we think of heroes, we often envision capes, superpowers, or grand gestures of bravery. However, being your own hero doesn't require a costume or the ability to fly—it simply means making the right choices to protect yourself and those around you. One of the most powerful and proactive choices you can make as a road user is wearing a helmet. Whether you're riding a bicycle, scooter, or motorcycle, your helmet is more than just a piece of equipment; it's your personal shield, a silent guardian that ensures your safety.

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In the end, we are our own heroes. The choices we make every day—whether to wear a helmet, follow traffic rules, or practice safe driving habits—are the actions that define our heroism. It's not about having superhuman abilities; it's about making smart decisions that protect our lives and those of others. So, next time you hop on your bike or motorcycle, remember that wearing a helmet isn't just about safety—it's about being the hero of your own story.

Stay safe, protect your future, and be your own hero—on the road and beyond.



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## Road Safety – An Urgent & Growing Concern in India

Road safety is an urgent and growing concern in India, and despite efforts made over the years, road fatalities continue to rise. According to the Ministry of Road Transport and Highways (MoRTH), in 2023, road accidents claimed over 1.7 lakh lives, marking the highest annual toll ever recorded. With an average of 474 deaths daily, the severity of the issue has increased, accompanied by a rise in injuries to nearly 4.63 lakh people, indicating a growing road safety crisis in India. For more: <https://garhwalpost.in/road-safety-an-urgent-growing-concern-in-india/>

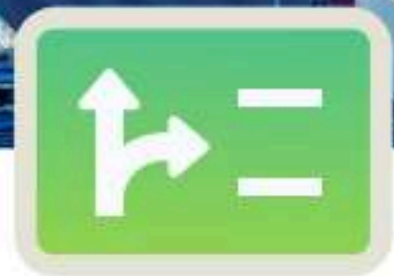


# GLOBAL ROAD INFRASTRUCTURE SUMMIT & EXPO



**06-07 MARCH 2025**  
**Hotel The Lalit | New Delhi | India**

**Vision Zero: Sustainable Infratech and Policy for Safer Roads**



Organised By

**INTERNATIONAL  
ROAD FEDERATION  
INDIA CHAPTER**

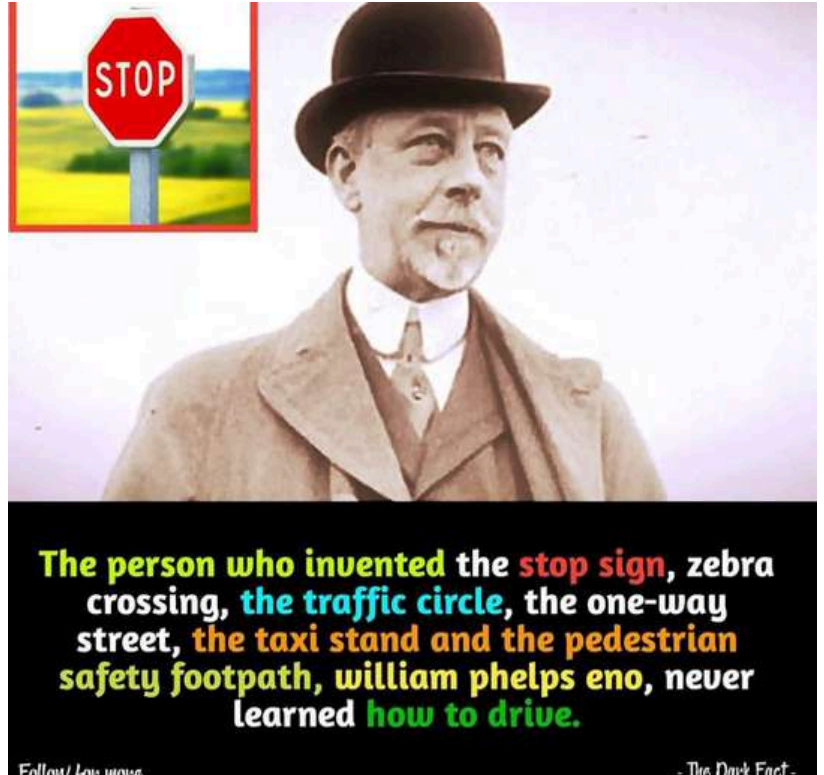
Managed By **Indus  
Exposium**

# Did You Know?

## Father of Traffic Safety

Yes, it's true. William Phelps Eno, often called the "Father of Traffic Safety," is credited with creating many fundamental aspects of modern traffic control, including the stop sign, zebra crossing, traffic circle (or roundabout), one-way street, taxi stand, and pedestrian safety footpath.

Despite his significant contributions to traffic management and safety, Eno never learned how to drive himself. He was more focused on the organization and regulation of traffic than on driving a vehicle. His work laid the foundation for the traffic systems we use today.



**Together we can save millions of lives! MAKE ROADS SAFE**  
Initiative by  IRF (India Chapter)

**TiHAN-IIT Hyderabad**  
@IitTihan Follow

Honored to host Mr. K. K. Kapila, President (Emeritus) of the International Road Federation (IRF) - Official, at TiHAN IIT Hyderabad. The visit provided valuable insights into the future of autonomous navigation and smart mobility solutions.

#Iithyderabad #IRF #SmartMobility

hand placement & position

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

# Did You Know?

Daytime Running Lights: Vehicles equipped with daytime running lights (DRLs) are involved in 11% fewer accidents than those without DRLs. They increase vehicle visibility during daylight hours.



**Helmet is for your own SAFETY!**  
 DO NOT TAKE CHANCE - PROTECT PILLION RIDER ALSO  
 Initiative by IRF (India Chapter)

# UPCOMING EVENTS 2024 - 2025

## International Road Federation - India Chapter

### Lecture Series

*Something must Change For Better Road Safety Management in India  
- It is going from bad to worse*

TBA (You will be notified soon)

*Assessment and Management of Road Safety in the  
School Zone – Who is Responsible ?*

TBA (You will be notified soon)

### Webinar

*Sustainable Infrastructure Development with Low Carbon  
Strategy Aiming to Net Zero*

TBA (You will be notified soon)

## International Road Federation - Geneva

### June 2025


International Symposium “Navigating the Future of Traffic Management”



### July 2025

10th International Conference on Sustainable Transportation in Africa (ICTA 2025)





**Safe School Zone**  
International Road Federation


**Login to Portal**

\* Email

\* Password

Login

Don't have a user account? [Sign up here](#)



**Capture Data**

Capture the gap between Road Safety Features available on the ground near the school and requirements as per Indian Road Congress and Ministry of Road Transport and Highways specifications.

## 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**



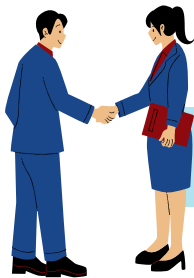
## Members Suggestions

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.





## 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](#)



## Follow us on



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.

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Next Newsletter will be released in March.

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](#)