



INDIA CHAPTER



The International Road Federation - India Chapter (IRF-IC) is a leading non-governmental organization dedicated to promoting safer and sustainable road networks. Established in 2011, IRF-IC collaborates with government bodies, corporates and international organizations to enhance road safety and mobility across India.

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# From Editor's Desk



**Mr. Somenath Ghosh**  
Editor, IRF India Chapter

Dear Members and Readers,

The recent judgement of the Supreme Court of India recognising safe road travel as an integral component of the Right to Life under Article 21 of the Constitution is indeed a landmark development. This decisive directive from the country's highest judiciary provides renewed hope that meaningful and sustained progress in road safety will gain further momentum in the near future.

While the road safety scenario in India continues to demand large-scale and sustained engagement from policymakers and stakeholders, it is encouraging to note that efforts from across sectors—including NGOs, industry, and academia—have remained consistent and visible. The past few months, in particular, reflect a strengthened national commitment towards addressing road safety in a comprehensive and structured manner.

It is heartening to witness the scale and diversity of initiatives being undertaken across the country, encompassing awareness generation, strengthened enforcement, and critical infrastructure improvements. The observance of the National Road Safety Month in January once again demonstrated the importance of public participation, especially among young citizens, in fostering a culture of safety.

During this period, IRF-IC had the opportunity to collaborate with Hero MotoCorp to undertake a wide range of road safety activities. A detailed account of these initiatives is featured in this edition of the Newsletter, reflecting the value of industry partnerships in advancing shared safety objectives.

We are also pleased to present highlights from the Global Road Infrastructure Summit (GRIS) 2026, our flagship event, which was successfully held in a two-day Conference-Exhibition format. The Summit provided a vibrant platform for dialogue, innovation, and knowledge exchange among key stakeholders committed to improving road infrastructure and safety outcomes.

Road safety must be recognised not only as a policy priority but as a shared societal responsibility. The progress achieved during this period underscores the critical role of partnerships—between government agencies, industry stakeholders, and civil society—in driving meaningful and lasting change.

While challenges persist, the direction ahead is clear. With continued collaboration and sustained commitment, we can collectively work towards significantly reducing road traffic injuries and fatalities in India.

# From Founder President's Desk



## Mr. K. K. Kapila

President (Emeritus), International Road Federation Geneva & Founder President, IRF India Chapter

Dear Members and Readers,

It gives me great satisfaction to share that the International Road Federation – India Chapter (IRF-IC) continues to take meaningful strides in advancing road safety across the country.

Recently, we had a highly productive meeting with Hon'ble Minister for Road Transport & Highways, Sh. Nitin Gadkari Ji. The discussions were focused on several critical initiatives that have the potential to significantly transform India's road safety landscape.

The Key areas deliberated included the **finalisation of the Road Safety Action Plan prepared by IRF-IC**, which aims to provide a structured and outcome-driven approach to reducing fatalities. We also discussed the **operationalisation of the Two-Wheeler Ambulance initiative**, a crucial step towards strengthening last-mile emergency response, especially in high-risk corridors.

Further, there was strong emphasis on **scaling up the School Zone Safety Programme** for schools located along National Highways. In this context, we shared our vision of making **Maharashtra India's first School Zone Safe State**, alongside an ambitious and transformative goal of developing **Jodhpur as a Zero Fatality City**—a model that can be replicated across the nation.

We also welcome the recent Supreme Court judgement recognizing the **Right to Safe Travel** as a fundamental aspect of citizens' rights. This landmark development reinforces the need for accountability and quality in infrastructure delivery. As a membership-based organisation, with a strong representation of road contractors and consultants, IRF-IC strongly advocates for the adoption of the **Quality and Cost-Based Selection (QCBS)** framework. This approach ensures that infrastructure development prioritises quality, safety, and long-term performance over lowest-cost considerations.

During the recently observed **Road Safety Month**, IRF-IC undertook several impactful initiatives. These included **First Aid & Trauma Care training for gig workers**, equipping them to act as first responders and **digital road safety education for school children**, implemented with the support of Hero MotoCorp. These interventions reflect our continued commitment to the 'Education' and 'Emergency Care' pillars of road safety.

I am also pleased to share that **GRIS 2026 (Global Road Infrastructure Summit & Expo)**, held under the theme "*Vision Zero India: Integrating Safety, Sustainability and Technology in Infrastructure*," concluded successfully on 5<sup>th</sup>-6<sup>th</sup> Feb.2026 in New Delhi. The summit brought together policymakers, industry leaders, domain experts and international participants from countries such as Australia, Turkey and Russia. It served as a dynamic platform for knowledge exchange, innovation and collaboration, reinforcing India's leadership in global road safety discourse.

I extend my sincere gratitude to all our members, exhibitors, sponsors, delegates and international participants for their invaluable contributions in making GRIS 2026 a grand success.

It was my pleasure to be a part of the National Road Safety Educational Excellence Awards, organised under the aegis of the National Road Safety Mission for Schools (NRSM). NRSM, a collaborative initiative between IRF and its member Academia Axis, established in November 2025 with the objective of creating Safe School Zones. The programme focuses on improving road infrastructure in the vicinity of schools and complementing these efforts with digital road safety education customised for students from Classes 0 to 12.

The core objective of NRSM is to bridge the gap between policy, education and on-ground implementation—ensuring that road safety is not merely taught in theory, but actively experienced and practised in everyday life.

The impact of the initiative has been truly encouraging, with outreach to over 22 lakh students and the creation of approximately 4.65 lakh Road Safety Ambassadors. As part of this initiative, 36 Student Champions were selected from 104 schools across the country and honoured with awards in recognition of their performance, leadership and commitment to promoting road safety within their schools and communities.

As we move forward, IRF-IC remains steadfast in its mission to create safer roads, stronger systems and a culture of responsibility across all stakeholders.

***Let us continue to work collectively towards a safer, smarter and more sustainable road ecosystem for India.***



*Discussion on Road Safety Initiatives with the Hon'ble Minister*

# From President's Desk



**Mr. Akhilesh Srivastava**  
President, IRF India Chapter

*Dear Members and Readers,*

As I complete one year as President of the International Road Federation – India Chapter (IRF-IC), I take this opportunity to reflect on a journey marked by purpose, partnerships and measurable impact.

Over the past year, we have strengthened our commitment to transforming road safety in India from an “idea” into real, on-ground impact. This vision was further reinforced during my recent participation at the “*AI in Mobility: Idea to Impact*” conference, where we explored how emerging technologies can accelerate safer and smarter mobility ecosystems.

During this Road Safety Month, IRF-IC in partnership with Hero MotoCorp, translated intent into action. We successfully conducted **school zone safety audits and initiated on-ground interventions** in 4 schools in Jaipur, while similar work is actively underway across 4 schools in Delhi. These interventions include installation of **standardized signage, road markings, pedestrian crossings and traffic calming measures**, all aligned with IRC guidelines. This is a step forward in building safer environments for our children—our most vulnerable road users.

Equally encouraging is the collective spirit we witnessed, with **over 1 lakh citizens taking the Road Safety Pledge**, reaffirming that behavioural change remains at the core of our mission.

Capacity building continues to be a cornerstone of IRF-IC's work. We have launched a **new Learning Management System (LMS)** to democratize access to road safety knowledge. Courses such as **Driver Defensive Training** and **School Zone Safety Auditor Certification** are already live, with more specialized programs like “**Safe Roads by Design**” in the pipeline. Our aim is to create a skilled ecosystem of professionals who can drive change at scale.

On a personal note, I am pleased to share the launch of my new book, “*A Dream of Billions – Road Safety 2.0*,” which presents a forward-looking roadmap for achieving safer roads in India. The book is available on Amazon for those who wish to explore this vision further.

I am also proud to highlight the successful hosting of **GRIS 2026(Global Road Infrastructure Summit & Expo)**, held under the theme “*Vision Zero India: Integrating Safety, Sustainability and Technology in Infrastructure*,” which brought together global thought leaders, policymakers and practitioners to collaborate on advancing road safety agendas. The event stands as a testament to India's growing leadership in this domain.

As we move forward, our focus remains clear—scaling impact, leveraging innovation, and building partnerships to achieve our shared goal of safer roads for all.

**Together, let's turn commitment into change.**

# GRIS 2026

E X E C U T I V E S U M M A R Y

## ABOUT GRIS-2026

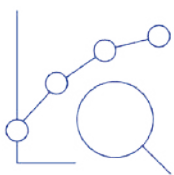
The Global Road Infratech Summit 2026 (GRIS-2026), the third edition of this flagship initiative, was successfully organised by the International Road Federation India Chapter in association with International Road Federation, Bitumen Forum India and ITS India Forum with CSIR-Central Road Research Institute as the Knowledge Partner. The Summit was held on 5–6 February 2026 at Hotel The Ashok, New Delhi, bringing together a powerful confluence of policymakers, engineers, researchers, contractors, industry leaders and global experts.

GRIS-2026 was conceived as a dynamic blend of a high-level technical conference and a concurrent exhibition, creating a platform that seamlessly connected policy, practice, innovation and industry. The Summit witnessed expanded international participation this year, with distinguished delegates from Australia, Namibia, Russia, Singapore, Switzerland, Turkey and several other countries, reflecting its growing global stature and collaborative spirit.

The core objective of GRIS has consistently been to explore, deliberate and bring to the forefront critical aspects that influence and strengthen sustainability in road infrastructure and road safety in India. In alignment with national and global sustainability and road safety goals, the Summit reaffirmed that sustainable infrastructure development must be firmly anchored in safety, resilience and innovation.

The deliberations were guided by the principles of the Safe System approach, built upon the foundational framework of the 5Es — Engineering for roads and vehicles, Enforcement, Education, and Emergency Care. GRIS-2026 emphasised that the effectiveness of the 5Es lies not merely in their conceptual understanding but in contextualising and customising them to India's unique road transport ecosystem. By identifying gaps, sharing best practices, and showcasing technological advancements, the Summit worked towards reinforcing these pillars for tangible and measurable outcomes.

As the third edition, GRIS-2026 marks a significant step forward in strengthening global partnerships, fostering technical excellence and accelerating India's journey toward safer, smarter and more sustainable road infrastructure.



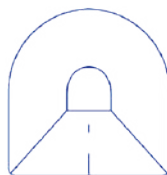
### Explore Critical Aspects

GRIS aims to explore critical aspects influencing sustainability in road infrastructure.



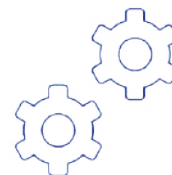
### Deliberate Critical Aspects

GRIS aims to deliberate critical aspects influencing sustainability in road infrastructure.



### Bring to Forefront

GRIS aims to bring critical aspects influencing sustainability in road infrastructure to the forefront.



### Align with Goals

GRIS aligns with national and global sustainability and road safety goals.



### Reaffirm Sustainable Infrastructure

The Summit reaffirmed that sustainable infrastructure development must be anchored in safety, resilience, and innovation.

## TECHNICAL SESSIONS

GRIS-2026 featured a thoughtfully curated technical programme comprising a Special Executive Session, two Plenary Sessions (one on each day), eight Core Technical Sessions, a Panel Discussion, and a Valedictory Session.

The sessions were led by pre-identified domain experts and enriched through invited paper presentations aligned to eight core thematic areas. The response to the call for papers was highly encouraging, with 75 abstracts received, of which 53 were shortlisted for in-person presentation and one for online presentation, ensuring both quality and thematic relevance.

### *Special Executive Session*

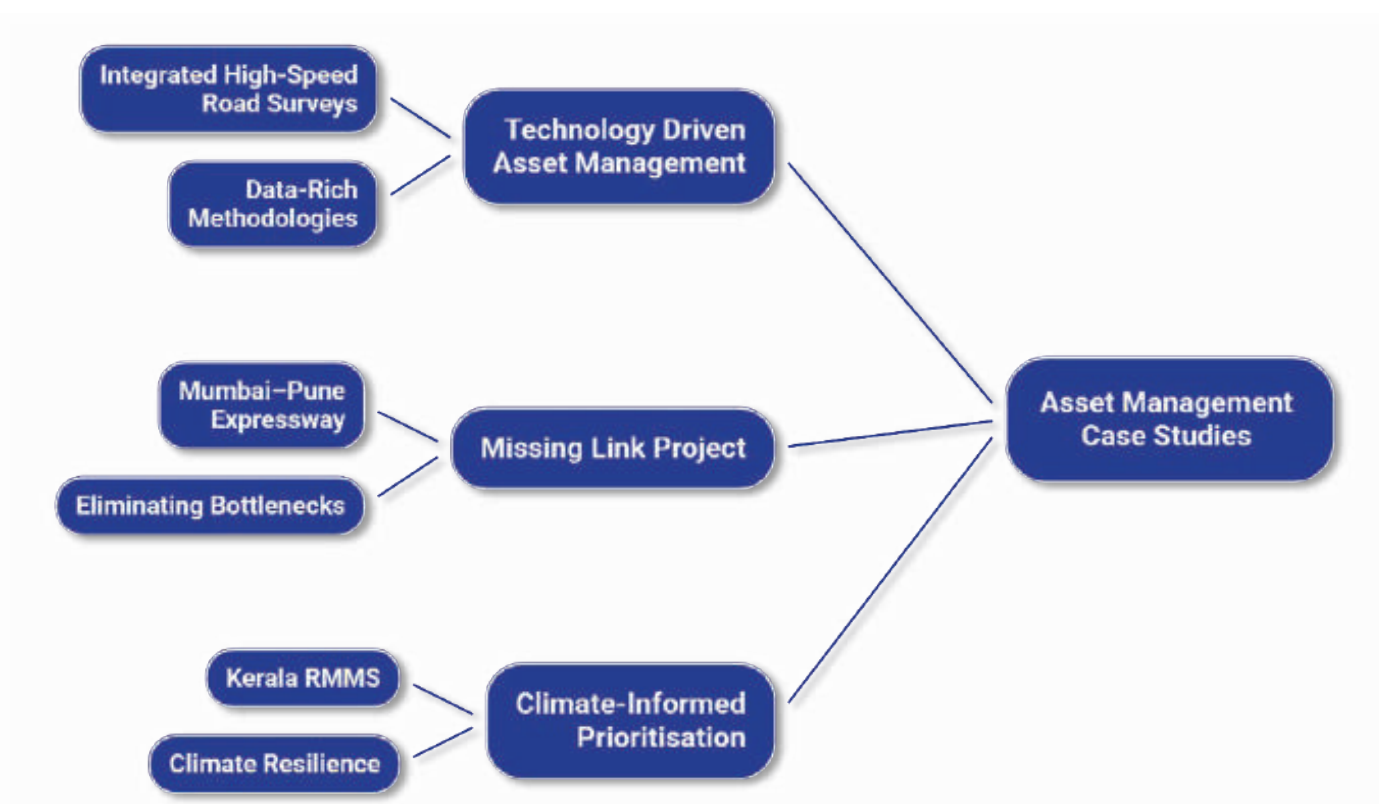
Theme: Development and Management of Infrastructure Assets

The Conference formally opened with a Special Executive Session centred on the strategic theme of infrastructure asset development and management. The session was chaired by Mr. S K Puri, Executive Director, ICT Pvt Ltd.

The session showcased impactful case studies and technology-driven approaches for asset management:

- Technology Driven Asset Management – Integrated High-Speed Road Surveys by NTRO, demonstrating advanced, data-rich survey methodologies for informed decision-making.
- Missing Link Project of Mumbai–Pune Expressway by MSRDC, highlighting engineering innovation in eliminating bottlenecks and enhancing corridor efficiency.
- Facilitating Climate-Informed Prioritisation of Road Maintenance through a Road Asset Management System – The Case of Kerala RMMS by TRL Technologies, presenting a sustainability-focused framework integrating climate resilience into maintenance planning.

The session underscored how digitalisation, analytics, and climate sensitivity are transforming infrastructure lifecycle management.



## First Plenary Session

**Theme:** Vision Zero India – Building Safe, Sustainable and Carbon-Free Infrastructure

The first Plenary Session, held on Day 1, focused on advancing the Vision Zero agenda within India's infrastructure landscape. The session was chaired by Mr. Gonzalo Alcaraz, Director General, International Road Federation.

*The plenary featured distinguished addresses by:*

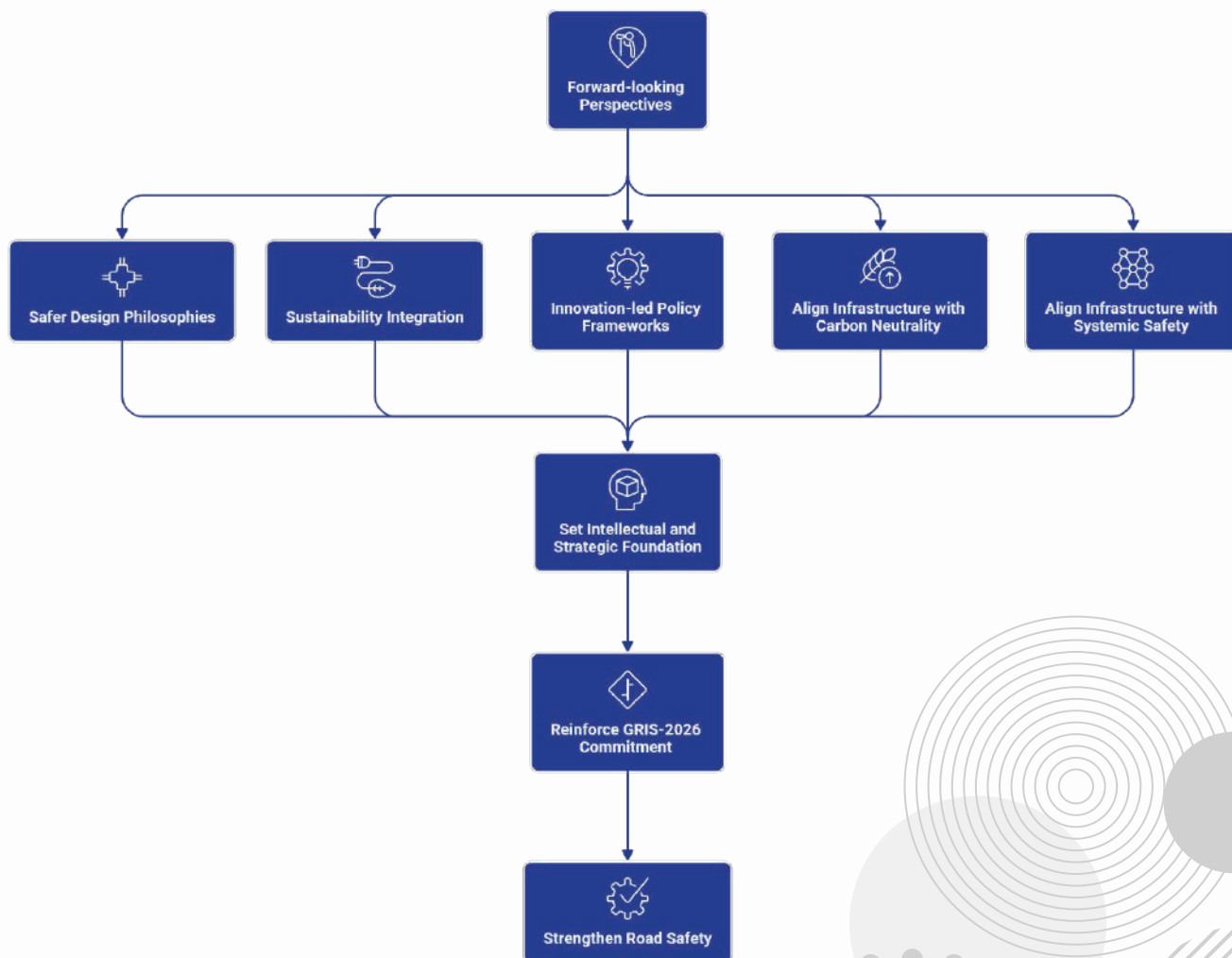
**Prof. T G Sitharam, Former Director, IIT Guwahati and Former Chairman, AICTE**

**Mr. Venkataramana N Heggade, CEO, DECon Complete Solutions**

The speakers presented forward-looking perspectives on achieving Vision Zero India, emphasising safer design philosophies, sustainability integration, innovation-led policy frameworks, and the urgent need to align infrastructure growth with carbon neutrality and systemic safety principles.

Together, the Special Executive and First Plenary Sessions set a strong intellectual and strategic foundation for the subsequent core technical discussions, reinforcing GRIS-2026's commitment to strengthening road safety through evidence-based approaches, innovation, and global collaboration.

## Vision Zero India - Strategic Foundation



## *Eight Core Technical Sessions*

### **Parallel Thematic Deliberations at GRIS-2026**

The eight Core Technical Sessions at GRIS-2026 were conducted as parallel tracks, enabling focused, in-depth deliberations across critical dimensions of road infrastructure and safety. Designed to integrate innovation, policy, engineering practice, and sustainability, these sessions reflected the evolving priorities of India's mobility ecosystem.

#### **1. Digital Transformation of Highway Infrastructure through Asset Management**

This session explored how digital tools, GIS mapping, high-speed surveys, and predictive analytics are reshaping lifecycle management of highway assets. Emphasis was placed on data integration, performance monitoring, and proactive maintenance planning to improve efficiency and safety outcomes.

#### **2. Scaling Intelligent Transportation Systems (ITS) for Safer, Smarter Mobility**

Focused on mainstreaming ITS solutions, this session examined scalable deployment models, integrated command-and-control centres, adaptive traffic systems, and corridor-level digital integration aimed at reducing congestion and crashes.

#### **3. Data-Driven Approaches in Road Safety for Forgiving Roads**

Presentations highlighted the use of crash data analytics, black spot mapping, safety audits, and evidence-based interventions to create forgiving road environments that minimise the severity of damages due to human error.

#### **4. Next-Generation Pavement Materials and Design for Durability and Performance**

This theme addressed advancements in pavement engineering, including modified binders, perpetual pavement concepts, sustainable asphalt technologies, and performance-based design strategies for enhanced longevity.

#### **5. Decarbonising Roads: Building Resilient and Climate-Smart Infrastructure**

The session underscored strategies to reduce carbon footprints in road construction, integrate resilience planning, and adapt infrastructure to climate variability while maintaining safety and serviceability.

#### **6. Future of Infrastructure Engineering: Smart and Sustainable Materials**

Experts deliberated on emerging materials, recycling innovations, circular economy approaches, and smart material applications that promise long-term sustainability and cost efficiency.

#### **7. Making School Zones Safer: Evidence-Based Approaches**

Recognising child safety as a critical priority, this session focused on traffic calming, safe crossing design, signage standards, enforcement integration, and community-led interventions rooted in empirical research.

#### **8. Mobility Design: Safer and Sustainable Mobility Ecosystem**

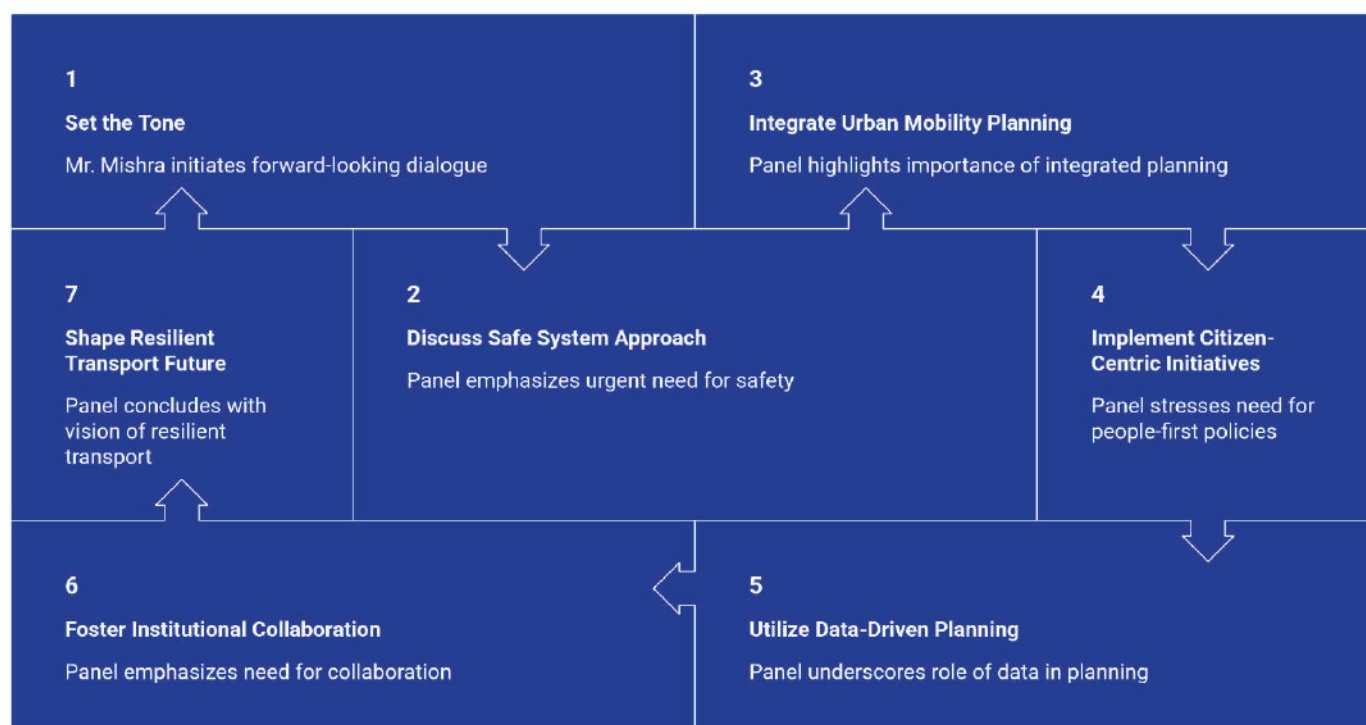
The final theme addressed integrated mobility planning, complete streets concepts, multimodal transport integration, and design frameworks that prioritise safety, accessibility, and environmental sustainability.

Collectively, the eight parallel sessions reflected the Summit's commitment to strengthening the 5Es of the Safe System approach through research-backed insights, technology adoption, and contextualised implementation strategies tailored to India's diverse mobility landscape.

## Second Plenary Session

The Core Technical Sessions culminated in the Second Plenary Session on “Reimagining the Future of Mobility in India – Towards Vision Zero Safety and Sustainability.” The session was chaired by Mr. Durga Shankar Mishra, Former Chief Secretary, Government of Uttar Pradesh, who set the tone for a forward-looking dialogue on transforming India’s mobility landscape through the principles of safety, sustainability, and inclusive planning.

The distinguished plenary panel comprised Mr. Venkata Chunduru, Director, ARCADIS-IBI Group, and Ms. Sarika Panda Bhatt, Founder Trustee, Raahgiri Foundation. The speakers underscored the urgent need for a Safe System approach, integrated urban mobility planning, and citizen-centric initiatives to achieve Vision Zero road safety goals. The discussion highlighted how data-driven planning, institutional collaboration, and people-first mobility policies can together shape a safer, greener, and more resilient transport future for India.



## PANEL DISCUSSION

The Summit also featured a high-level Panel Discussion on “Policy to Practice: Enabling Vision Zero through Sustainable Infrastructure and Smart Mobility.” The session was moderated by Mr. K. K. Kapila, a globally recognised road safety leader and former Chairman of the International Road Federation, who has long advocated safer and more sustainable road infrastructure worldwide.

The panel brought together eminent experts including Prof. P. K. Sikdar, along with Mr. Richard Yeo, Mr. Gonzalo Alcaraz, Dr. Ashalatha R., Mr. D. O. Tawade, Mr. Dipak Dash, Mr. Akhilesh Srivastava, and Prof. A. Veeraraghavan. The discussion focused on translating Vision Zero principles into actionable strategies, highlighting the role of safe system design, sustainable infrastructure, intelligent mobility solutions, and stronger institutional coordination.

The panel emphasised that achieving zero fatalities on Indian roads requires a decisive shift from policy intent to on-ground implementation, supported by data-driven decision making, advanced technology, and integrated planning across engineering, enforcement, education, and emergency response.

## POSTER PRESENTATIONS

The Summit also provided a valuable platform for young researchers and emerging professionals through a dedicated Poster Presentation Session. A total of 28 abstracts were submitted by postgraduate students and research scholars on themes aligned with the focus areas of GRIS 2026.

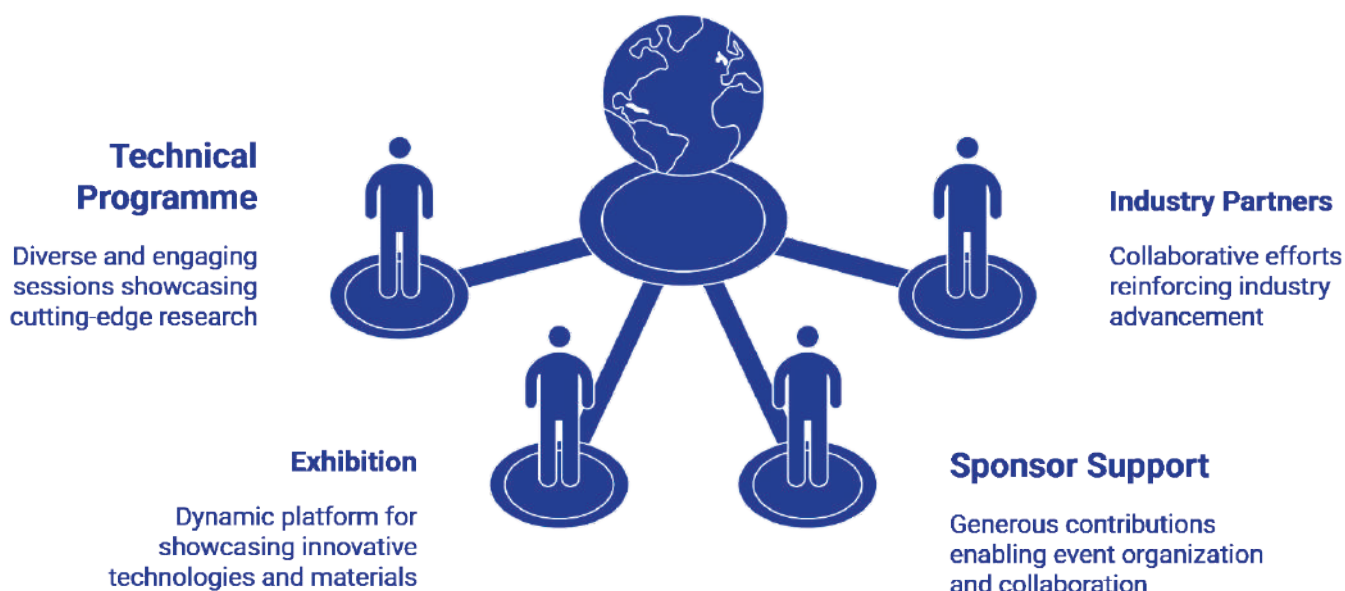
Following a rigorous screening process, 22 posters were shortlisted and presented before an Expert Committee. The presentations showcased innovative research, fresh perspectives, and practical solutions addressing contemporary challenges in road infrastructure, mobility, and road safety. Based on the technical merit, originality, and relevance of the work, the Expert Committee selected three outstanding entries for the Best Poster Awards.

## EXHIBITION

The success of GRIS-2026 was reflected not only in its rich and diverse conference's technical programme but also in the concurrent Exhibition, which served as a dynamic platform for showcasing cutting-edge technologies, innovative materials, and solutions shaping the future of road infrastructure. The Exhibition featured participation from select organisations including Kataline, CTM, Hindcon Chemicals Ltd., Citizen Buechel, AISIN Motors, Pragati Pavetech, DHI Mobility, SAI Rubber, Hindustan Road Technologies, 7 Star Impex, and the IRF India Chapter, highlighting advancements across road construction technologies, materials, mobility systems, and infrastructure solutions.

The Summit was further strengthened by the generous support of Sponsors and Industry Partners, whose commitment enabled the successful organisation of the event. Sponsors across various categories included IDTR, Navayuga, MSRDC, DRA, Montecarlo, PNC, Aakshya Infra, Interise, GTF, JCB, SRM Contractors, Arcadis, Kent, Ajax Engineering, Dashmesh, and ACE. Their timely support and partnership played a vital role in facilitating GRIS-2026 and reinforcing industry collaboration towards advancing safe, sustainable, and resilient road infrastructure.

## GRIS-2026 SUCCESS



## VALEDICTORY SESSION

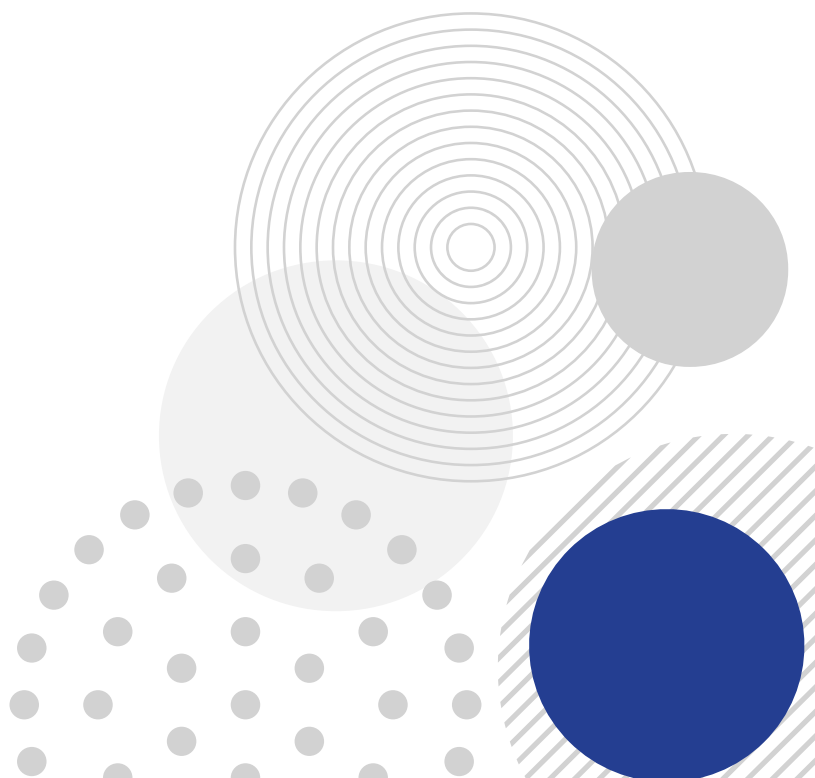


The Valedictory Session marked the formal conclusion of GRIS-2026, beginning with a comprehensive summary of the Summit proceedings presented by Prof. M. Parida, who highlighted the key deliberations, insights, and outcomes emerging from the plenary and technical sessions.

This was followed by the Valedictory Address by Mr. Vaibhav Dange, Founder, Better India, who reflected on the importance of collective action, innovation, and responsible infrastructure development in shaping a safer and more sustainable mobility future for India.

During the session, awards were also presented to the top three Poster Presentations, selected by the Expert Committee in recognition of outstanding research contributions by young scholars.

The Global Road Infratech Summit-2026 concluded with a formal Vote of Thanks by Mr. D. O. Tawade, expressing appreciation to the distinguished speakers, delegates, exhibitors, sponsors, and organisers whose contributions and support made the Summit a resounding success.



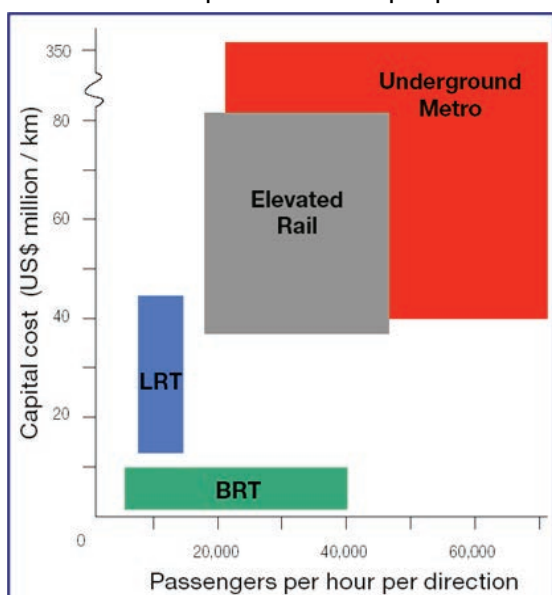
# What Chanakya Says?

## Metro Ridership Illusions - Where is Cities' Normal Public Transport ?

Metro rail is being implemented or planned in 27 cities (under operation, construction and approved) while in another 22 cities the proposal is under approval and 16 other metro projects are conceived as of today with full patronage of governmental system. This has been recognised by the cities as their prestige project for image building (peer pressure) in comparison to other comparable cities. In India, many cities are trying to justify such developments by calling them as Metrolite or Metro Neo, etc. Metro, is no doubt, a public transport system, but it is at the highest category of passenger capacity that it can carry. Many western cities, like London, Moscow, and many others had started to develop such high-capacity systems quite early on when they could implement it very cheaply in terms of its exclusive right of way. This is not so, even for our smaller cities in India and each of them being implemented with delay of decades, which forced their implementation to be as elevated or underground at exorbitant cost. Further, completely missing visionary development plan, with a failed system of development control in cities, have worsened the feasibility of any normal metro system in any of these cities.

It must be understood that high-capacity systems are not only the track-based systems, and even the bus systems of various types like BRT, trolley bus, etc also can be low-cost high-capacity systems. Bus Rapid Transit System (BRTS) is a high-capacity, bus-based rapid transit mode (often referred as poor man's metro), that emulates the performance of rail systems through integrated infrastructure and operational enhancements, delivering efficient, reliable service at lower capital cost. It achieves speed and capacity comparable to rail transit with peak passenger handling capability exceeding 5,000 passengers per hour per direction, when it is planned with key infrastructure like dedicated bus-lanes with priority at intersections, level boarding of articulated buses, off-board fare collection and real-time information systems. BRTS was first implemented in India as pioneer under JNNURM in 2006 in Pune city. As of now, fully operational BRT networks are existing in six cities, with partial implementations in four others, while many have faced serious implementation hurdles due to serious design flaws including that of Delhi, where designers failed by making it BRT-like system without mandatory rapid transit features.

Without a city-wide network developed fast enough and giving the realistic advantages of a mass rapid transit system by integrating other public transport modes of the city, the commuters cannot be fooled by the gimmick of a special mode which does not meet their travel desires. In most BRTS projects across cities did not have even an honest desire to implement a cheap rapid transit system network fast enough to win the confidence of the citizens.



That is how Ahmedabad's Janmarg (started in 2009) only stands as the most extensive and effective example of BRTS in India with 101 kilometers network serving approximately 160,000 passengers daily by consistent performance and integration with feeder services. Similarly, Pune's Rainbow BRTS with a network of 60 kilometers serves 240,000 passengers daily, while there are serious infrastructure deficiencies. On the other hand, according to a report in 2025, a total of 36.5 billion people traveled in a year in the metro systems across India's fifteen major cities. As of 2026, the total length of the 21 metro systems in operation in the country has cumulative length of 1,070.06 kilometers, making it the third largest network in operation in the world. The cost and capacity of different mass transit systems are shown in Figure 1.

Figure 1: Cost and capacity of mass transits

Public transport systems of bus, train, tram, trolley bus and metro are normally considered as lifeline of city's transport systems world over, but it is not promoted in that way in India. The automobile industry in India, third largest in the world, is a huge basket of government income. Therefore, they enjoy a special and uncontrolled illegitimate production environment in the country. As a result, the cities are crowded with cars and two-wheelers, and the motor vehicle population in the country continue to grow with more than 400 million today. There is not even slightest concern shown from the governments for the inferno of congestion, pollution and chaos that are developing by days. The mass rapid transit systems can reduce dependence on private vehicles and support sustainable mobility. The compact Indian cities with high population density actually demand viable high density integrated public transport network, which can be managed relatively at much lower cost. And, at the same time, better quality, comfortable, higher frequency (with low waiting time) for a unified reliable public transport system will minimize the disincentives of public transport. This in turn is likely to increase public transport ridership attracting those who were compelled to use private modes, and especially the two-wheeler and intermediate public transport (IPT) users. The sheer numbers of two-wheelers (scooters and motorcycles) and IPT modes (auto-rickshaw and e-rickshaw in the guise of last-mile connectivity) have grown to such a level that with extremely poor road user behaviours of these groups most cities are at the brink of collapse in terms of congestion, pollution and safety hazards. It must be clearly understood that patronage of public transport is determined by cost, comfort, convenience, and reliability, whereas the bus fare today is more than the cost per passenger-kilometer travel by scooter/motorcycle.

The top 10 metro systems in operation in India, most of which are with the precarious operating features, are shown in Table 1.

Table 1: Top Ten Metro Systems in Operation in India

Sl. No.	City, Metro Operator	Network, km	Daily Ridership, in Lakh	Operating Status, Profit/Loss
1	Delhi NCR, DMRC	395	46.3	Profit/Surplus
2	Bengaluru, BMRCL	96.1	9.0	Marginal
3	Mumbai, MMRDA/MMRC	80.4	9.0	Too Early
4	Kolkata, Metro Rly/KMRC	70	6.0	Loss
5	Hyderabad, HMRL/L&T-State	69	5.0	Loss
6	Ahmedabad-GN, GMRC	67.6	1.5	Loss
7	Chennai, CMRL	54.1	3.2	Loss
8	Nagpur, MahaMetro	40	0.5	Loss
9	Pune, MahaMetro	33	2.2	Loss
10	Kochi, KMRL	28.5	0.75	Loss

Source: Wikipedia

Kolkata was the first city in India, where Metro rail was implemented in 1984, and till date it has only 70 km network developed in last 42 years, may be for various reasons including the political system in the country. The extensive east-west corridors were required ever since the first 16 km underground system was built, which are being developed now. Bengaluru and Mumbai also developed less than 100 km of the network till date, which are grossly inadequate for the city size (in population) and spread. Building metro rail is a very costly proposition for the cities, if adequate ridership is not garnered right from the beginning; but the wave of metro system development by cities is a misplaced priority with very little prudence and poor capacity in innovative financial management of the cities. One of the major bottleneck is that they are not able to reach to their proposed and scientifically established full network quickly due to the limitations of resources. A small network or with a single corridor the travel needs of the population in an urban area cannot be fulfilled, and therefore, patronage will remain limited and never meeting the required operating ratio. Delhi's network is now comparable to any of the other world cities, and therefore, DMRC

is in financial surplus. During the implementation of Phase/Stage 1 and 2, DMRC also had the similar cry for the ridership. The traffic DPR consultant collected the complete details of the phased development programme of the network from DMRC upto phase 4 and the ridership model was run multiple times for each stage/phase of the network development (with addition and extension of lines progressively). The results of this analysis showed very clearly the ridership increase from one phase to the other with extension of the network. Thus, today's ridership was the modelled output even when Phase 2 was not completed.

The purpose of logical public transport network planning with integration of various public transport modes was never understood by the cities as well as governmental system guiding them, even when the National Urban Transport Policy (NUTP, 2006) had well documented it. The modes were competing and not complementing in any manner for the purpose of integration, and the death of Delhi's Ring Railway is a clear example of blatant violation of NUTP, while BEST services in Mumbai served almost every suburban rail station (Western and Central Railway), even when the rail system was bursting at the seams. One of the studies by IIT Bombay in 1993-94 proved that the suburban railway carried 7.5 million passengers, while the Railway was showing it to be 6.5 million only, for obvious reasons. The public transport capacity in Mumbai had stagnated for very long till the first metro line (Blue Line: Vasova-Andheri-Ghatkopar) was started in 2014. Various network expansion plan has already taken place, and it is expected to be 140 km with the expansion of the network including the proposed new lines and extensions in coming time.

Delhi, Mumbai and Bengaluru metro systems have clearly shown the increase in ridership through expansion of the network. No doubt, the metro network cannot probably serve the origin-destination trip of most travelers, but integrated bus system or any other low-capacity public transport and last-mile connectivity modes can create a most congenial environment for the commuters in a city. Even the bus network can be hierarchically designed with large and mini-bus routes for their operational efficiency through the existing hierarchy of the road network of the cities. This will also eliminate the need of crowding of the minor roads with smaller IPT vehicles, when there will be walkable continuous footpaths, as urban travelers are always willing to walk for 500-600m or even up to 1 km from trip origin or to their final destination, when there is reliable public transport available.

Existing Multi-modal Transport Act provides for sustainable transport systems development in cities avoiding wasteful use of different modes and ensuring safety, accessibility and environmental safeguards. The gap between demand and supply need to be filled with integrated design of urban transport systems, and the crucial reliability and operational efficiency will be met with special focus on multimodality for seamless travel through various sub-systems with best of comfort and convenience. For this, a total commitment from the government will be required towards its societal objective of equity in development and operation of public transport system for cities.

With urban population share to be 40% by 2030 when contribution to GDP by urban India is expected to be 75%, urban transport must have a completely different level of its smartness and efficiency, especially in terms of public transport system. Merit of a city's transport system is defined by its multimodal integrated public transport system. India is no longer known only as the abode of yoga and spiritualism, it is one of the fastest growing economies, which should correct its urban transport policies and actions urgently. Moreover, using the big data analytics and AI/ML a gigantic digital public infrastructure for urban and regional transportation system logistics is required to be developed for the modern India of today.





# Article - 1

**Topic** Any notable projects or road safety initiatives you have undertaken  
**Carried out by** M/s. SOURCESS NGO (IRF-IC Membership No. 1200)  
**Submitted by** Mr.Jaganmohan Rao, Founder & team, M/s. SOURCESS NGO

## **Provided Signages to Komati Reddy Prathik Reddy memorial govt. Junior college, Nalgonda town (District head quarter), Telangana, India. (October 2025).**

The Komati Reddy Prathik Reddy Memorial Govt. Junior College is in Nalgonda Town, DVK Road, on the Nalgonda-Hyderabad highway. The college was renamed in memory of Pratheek Reddy, who lost his life in a 2011 road accident on the Outer Ring Road (ORR) near Kollur, Hyderabad. The Komati Reddy Pratheek Foundation uses the college as a base for road safety awareness campaigns, focusing on issues like over speeding, lack of helmets, and mobile phone usage while driving. M/s. SOURCESS In coordination with college authorities, has identified blackspot locations near the entrance gate and connecting road / Hyderabad highway, proposed safety signboards as placed in below image to address significant safety concerns



Figure 1: Location of Komati Reddy Prathik Reddy memorial govt. Junior college, Nalgonda & proposed Traffic signs.

## **Conducted Road safety need analysis at Shree Swaminarayan Gurukul, International School, Jadcherla, Telangana, India. (October 2025).**

Shree Swaminarayan Gurukul, International School is located on the Nagarkarnool Road, near Nagasala Village, Jadcherla, the school has collaborated with the local police and transport authorities to promote road safety. On request of school authorities, M/s. SOURCESS has conducted road safety need analysis in and around school locations and proposed road safety sign boards. As placed in below image.



# Highlights

Extensive training sessions on road safety



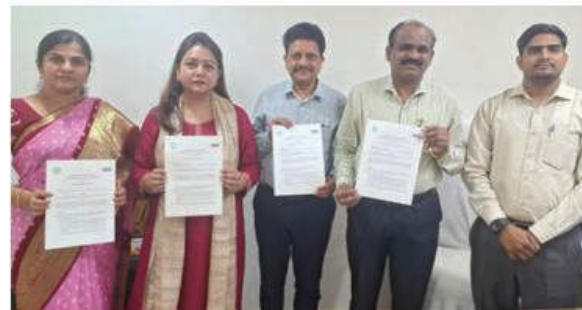
M/s. SOURCESS has conducted "Safe Journey" trainings in

1. Indira Priyadarshini Government Degree College for Women, Nampally Hyderabad
2. Government Degree College, Begumpeta, Hyderabad
3. Government Degree College for Women, Golconda, Hyderabad
4. Government Degree College for Women, Hussaini Alam, Charminar, Hyderabad
5. Government City College, Nayapul, Hyderabad
6. New Government Degree College, Khairatabad, Hyderabad



## SAFE JOURNEY Road Safety Program in Educational Institutions of Hyderabad City in Collaboration with Government of Telangana

The programme in Hyderabad was implemented in December 2025 in association with Top Driver and Sources Organisation and in collaboration with the Department of Collegiate Education, Government of Telangana. The interventions were conducted in selected government colleges identified by the Department, where Road Safety Clubs were established as part of the project. As a key programme activity, each Road Safety Club undertook community awareness initiatives, enabling students to actively participate in promoting road safety beyond their campuses.



MOU Signed with Commissionerate of Collegiate Education, Govt. of Telangana Dr. P. Bala Bhaskar Joint Director-II and Dr. BSR Rajendra Singh Joint Director-I for 140+ Government Colleges in Hyderabad City.



Joint Director along with other dignitaries at Indira Priyadarshini Govt. Degree College Nampally



Road Safety Club Poster Launch at Govt. Degree College Begumpet with Traffic Police Hyderabad



Trauma Response and BLS Training at Govt. College for Women at Hussaini Alam



Road Safety Poster Competition at Govt. Degree College for Women Golconda



On-Road Campaign with students of Govt. College Golconda



Road Safety Orientation by team of Sources Organization

# Article - 2

**Saving Lives Through Academic Excellence: SCMS Institute for Road Safety and Transportation Partners with IRF  
A collaborative journey that's transforming road safety across Kerala and beyond  
G. Adarshkumar, Director, SCMS Institute for Road Safety and Transportation.**

In the fight against road fatalities, academic institutions are emerging as powerful allies. The SCMS Institute of Road Safety and Transportation (SiRST), an innovative initiative by the SCMS Group of Institutions in Kerala, exemplifies how educational excellence can be harnessed to save lives on our roads.

## **A Strategic Partnership for Global Impact**

SiRST has recently become a member of the International Road Federation (IRF) and signed a Memorandum of Understanding with the IRF India Chapter to collaboratively execute school zone road safety programs. This partnership positions SiRST as an influential player in both regional and global road safety initiatives.

The institute's credentials are : it serves as a member of the Asia-Pacific Road Safety Observatory and the Global Alliance of NGOs for Road Safety. As the exclusive extension center for the Institute of Driver Training and Research in Kerala, SiRST maintains the highest standards of driver education. Additionally, it provides technical expertise to the District Road Safety Authorities of Ernakulam and Thrissur.

## **Flagship Initiatives Making Real Difference**

### **Surakshitmarg: Transforming School Safety Culture**

SiRST's most ambitious project, "Surakshitmarg - Road Safety through Schools," has already reached 94 schools and is expanding to 300 schools this year. This flagship CSR initiative, implemented in partnership with Kuttukkaran Group's Popular Vehicles, goes beyond traditional safety education.

The program embeds crucial road safety principles within school environments, fostering cultural change by engaging the next generation. Students learn not just what to do, but why and how to transform existing road culture. The initiative includes comprehensive assessments of school premises using IRF India Chapter's school zone safety tools, infrastructure corrections, road safety education, and first-responder group formation.

### **Pilot Projects: Aiming for Zero Fatalities**

SiRST is pioneering two groundbreaking pilot projects in Kochi Corporation and Chalakudy Municipality. These ambitious initiatives aim to create model road safety strategies incorporating all five pillars of the Safe System Approach, with the ultimate goal of achieving zero road fatalities. With technical support from IRF and iRAP, these projects intend to declare two local bodies as completely road rule-aware cities.

In the fight against road fatalities, academic institutions are emerging as powerful allies. The SCMS Institute of Road Safety and Transportation (SiRST), an innovative initiative by the SCMS Group of Institutions in Kerala, exemplifies how educational excellence can be harnessed to save lives on our roads.

## Comprehensive Approach to Road Safety

### Infrastructure and Research Excellence

SiRST conducts research across 12 key road safety areas, performs road audits of accident-prone areas, and collaborates with Kochi Metro and Water Metro for public transport studies. The institute is also investigating vehicular fire incidents in partnership with the state government.

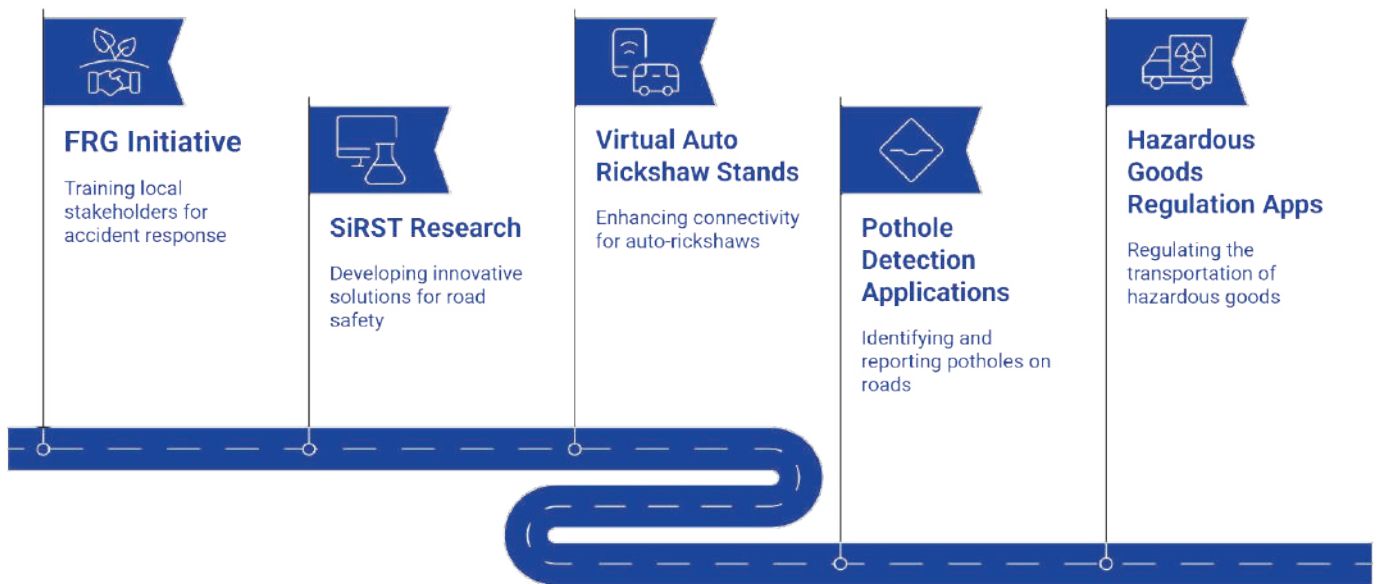
### Education and Enforcement Innovation

Several standout programs demonstrate SiRST's innovative approach:

- **Know Your Vehicle Program:** A flagship initiative that educates the public, particularly women, on vehicle functionality through both theoretical and practical sessions.
- **Driver Counseling Centre:** This unique initiative offers psychological and legal counseling to traffic offenders, transforming them into road safety volunteers.
- **PACE (Project on Accident-Free Campus Environment):** In collaboration with the Kerala Motor Vehicles Department, this project trains representatives from 119 engineering colleges across Kerala to become campus road safety advocates.

### Emergency Response and Future Mobility

The First Response Group (FRG) initiative trains local stakeholders, including auto-rickshaw drivers, to respond effectively to road accidents in high-risk areas. Meanwhile, SiRST is researching innovative solutions like Virtual Auto Rickshaw Stands for enhanced connectivity, pothole detection applications, and hazardous goods transportation regulation apps.



## Remarkable Impact in Record Time

In just two years of operation, SiRST has reached an impressive 300,000 road users, creating a replicable model that effectively utilizes academic excellence and youth energy. The institute has organized workshops on vehicular fire accidents, contributed to public transport improvement studies, and conducted seminars on electric mobility and sustainable transport systems.

SiRST's approach to capacity building extends to training government officials, drivers, and transport providers, enhancing skills across the entire mobility sector. The institute has also made significant contributions to road safety literature, with Director G. Adarsh Kumar publishing specialized works on road safety.

## Looking Ahead: A Model for the Future

The partnership between SiRST and IRF represents more than just institutional collaboration—it embodies a new paradigm where academic institutions become catalysts for social change. By combining educational excellence with practical implementation, this partnership is setting new standards for road safety initiatives.

As SiRST continues to expand its reach and refine its programs, it serves as a beacon of hope in the global fight against road fatalities. The institute's holistic approach, combining infrastructure improvements, education, enforcement, emergency response, and innovative technology solutions, offers a comprehensive blueprint that can be adapted and replicated worldwide.

In a world where road accidents claim millions of lives annually, initiatives like SiRST's partnership with IRF demonstrate that with the right combination of academic rigor, community engagement, and international collaboration, we can indeed save lives and create safer roads for everyone.



# SCMS INSTITUTE FOR ROAD SAFETY AND TRANSPORTATION (SiRST)



<b>Crash Prevention Course</b>	<b>4,240</b>	<b>2,93,690 Participants</b>
<b>SurakshitMarg</b>	<b>2,63,330</b>	
<b>First Response Group</b>	<b>22</b>	
<b>Road Safety Awareness</b>	<b>19,956</b>	
<b>Know Your Vehicles</b>	<b>4,100</b>	
<b>PACE</b>	<b>812</b>	
<b>Seminar</b>	<b>595</b>	
<b>GIZ Women Drivers Training</b>	<b>40</b>	

# Article - 3

## **Construction of Resilient and Sustainable Infrastructure in India**

*Dr. Satbir Singh Puwar (FIE)*

*Director Technical, Gawar Construction Ltd.*

India stands at a critical juncture in its infrastructure journey. With major government programs driving investment in expressways, national highways, urban development, railways, and logistics, the question is no longer whether to build but how to build infrastructure that can meet the country's long-term needs particularly expressways and highways. As policymakers plan the next phase of development, the challenge lies in ensuring that today's investments remain sustainable, reliable, safe and efficient for decades to come.

Across the country, infrastructure systems are under increasing strain. Roads, bridges, airports, water systems, and public buildings constructed years ago are now handling far greater traffic, population density, environment challenges, and economic activity than originally anticipated at the time of planning and their design. Rapid industrialisation, urbanization, rising freight movement, added with extreme weather conditions from intense heatwaves to flooding are putting additional pressure on sustainability of these assets.

Government initiatives have significantly accelerated infrastructure development in recent years. However, sustaining these gains requires a shift in perspective. Infrastructure should not be treated as a short-term expenditure but as a long-term national investment. The focus must move beyond initial construction costs to consider durability, maintenance needs, and performance over time.

One of the most important factors in achieving this goal is material selection. In this regard, concrete plays a vital role in building resilient and long-lasting infrastructure. Whether in highways, metro systems, bridges, or buildings, concrete structures have consistently demonstrated the strength and durability required to withstand heavy usage and challenging environmental conditions.

In India's transportation sector, concrete pavements are particularly effective for high-traffic corridors such as expressways, national highways, industrial routes, urban arterial roads, and airport runways. Designed, constructed and maintained properly, they offer long service life and reduce the need for frequent repairs, minimizing the disruptions and lowering long-term costs.

Beyond transportation, concrete is equally critical in the built environment. From hospitals and schools to housing and data centres, concrete structures provide strength, fire resistance, and resilience against natural disasters such as floods, cyclones, and earthquakes risks that are highly relevant across many regions of India.

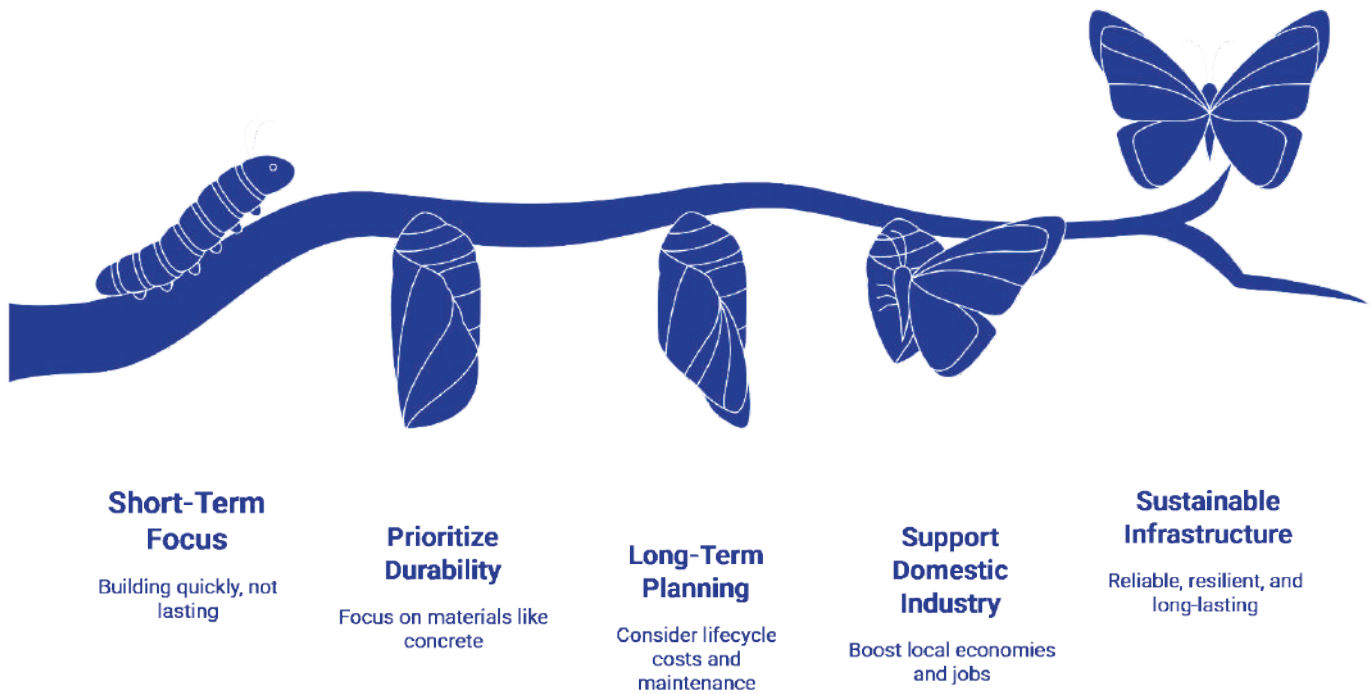
Resilient infrastructure is no longer optional; it is essential. Communities across the country have witnessed the consequences of infrastructure failure, whether through road deterioration under heavy traffic or structural damage caused by extreme weather events. Investing in durable, long-life construction today can help avoid significantly higher costs in the future.

There is also a strong economic case for prioritizing durability in addition to safety. Infrastructure that lasts longer reduces the frequency of repairs, limits traffic disruptions, and ensures more predictable movement of goods and people. This is particularly important for a growing economy like India, where efficient logistics and connectivity are key to sustaining growth.

Additionally, concrete construction supports domestic industry and employment. Cement and construction materials are produced across India, contributing to local economies and generating jobs while supporting national development goals.

This is not to suggest that a single material is suitable for every project. Engineers and policymakers must continue to rely on data, modern design standards, and lifecycle cost analysis to make informed decisions. However, evidence consistently shows that durable materials especially concrete are essential for building infrastructure that performs reliably over time.

As India continues its infrastructure expansion, the emphasis should not only be on building more, but on building better. Projects must be designed to last longer, withstand greater stresses, and deliver greater value over their lifecycle. In transportation, concrete pavements provide a long service life and consistent performance under heavy traffic loads. They are particularly well-suited for freight corridors, urban arterials, military operations, airports and other high-demand applications where durability and minimal maintenance disruptions are critical.



India's infrastructure has always reflected its ambitions from its expanding highway network to its modern airports and urban transit systems. The decisions made today will shape the country's growth for generations.

To truly support economic development, strengthen communities, and enhance resilience, India must adopt a long-term approach to infrastructure. Simply put, the nation must build to last and durability should be at the heart of that effort.



# Article - 4

## Dashcams as Road Safety Infrastructure: The Case for a National Mandate

By Siddharth Bhattacharjee, Senior Brand Manager, Qubo (Hero Electronix)

### The Numbers Behind the Urgency

India's road safety crisis is not plateauing - it is worsening by measurable degrees. The year 2024 recorded approximately 1.77 lakh fatalities in road crashes, the highest single-year toll ever documented. Interim data for 2025 tells an even starker story: national highways alone claimed over 29,000 lives in just the first six months of the year - already surpassing half the full-year 2024 highway figure. With over 4.7 lakh accidents recorded annually and the economic burden approaching 3% of GDP, the trajectory is unambiguous. Over 70% of fatalities are attributed to human error: overspeeding, fatigue, distraction, and lane indiscipline.

The question for policymakers, safety advocates, and industry alike is not whether technology can help - it clearly can - but which technologies are both scalable and immediately deployable across India's diverse road ecosystem.

The dashboard camera, or dashcam, deserves serious consideration as one such technology.

### From Accessory to Safety Infrastructure

In markets like the United Kingdom, South Korea, and Russia, dashcam penetration is estimated at 30–50% of private vehicles. In these countries, insurers actively incentivize installation, traffic enforcement agencies treat dashcam footage as admissible evidence, and fleet operators mandate them as a condition of employment. India, by contrast, treats the dashcam almost entirely as a consumer discretionary product - purchased by enthusiasts rather than embedded as a safety expectation.

This framing needs to change.

A dashcam, at its core, is an objective recorder of road events. It does not suffer from the limitations of human memory, the pressure of social dynamics at an accident site, or the bias that can accompany eyewitness testimony. When a collision occurs on a poorly lit stretch of highway at 2 AM, the dashcam is the only witness that cannot be coerced, confused, or contradicted.

### Three Pillars of Safety Impact

#### 1. Evidence and Accountability

The most immediate contribution of widespread dashcam adoption is to the quality of post-incident evidence. India's accident investigation system relies heavily on FIR records and witness testimony - both of which are vulnerable to manipulation and delay.



Video evidence changes this. It enables faster determination of fault, supports police in identifying traffic violations such as wrong-way driving or red-light jumping, and creates a record that insurance assessors and courts can use with confidence.

Beyond individual incidents, aggregated dashcam footage - when appropriately anonymized and shared with traffic authorities - can systematically identify blackspots: stretches where near-misses cluster, where visibility is poor, or where infrastructure design creates recurring risk. This is precisely the kind of ground-level data that IRF-IC's road safety audit methodology seeks to incorporate. Dashcams deployed at scale become a distributed sensor network for India's highways.

## *2. Behavioural Influence*

Research consistently shows that awareness of being recorded changes driver behaviour. Fleets that deploy dashcams with driver-facing cameras - monitoring fatigue, distraction, and harsh braking - report measurable reductions in risky driving events within months of deployment. This aligns with the Safe System Approach's emphasis on designing systems that accommodate and correct for human fallibility, rather than simply punishing it after the fact.

Modern dashcams, including products now available in the Indian market, incorporate ADAS (Advanced Driver Assistance System) features: forward collision warnings, lane departure alerts, and speed-based notifications. These are no longer the preserve of premium OEM fitments. They are accessible at price points that make them viable for the private car owner, the cab aggregator fleet, and the long-haul trucker alike.

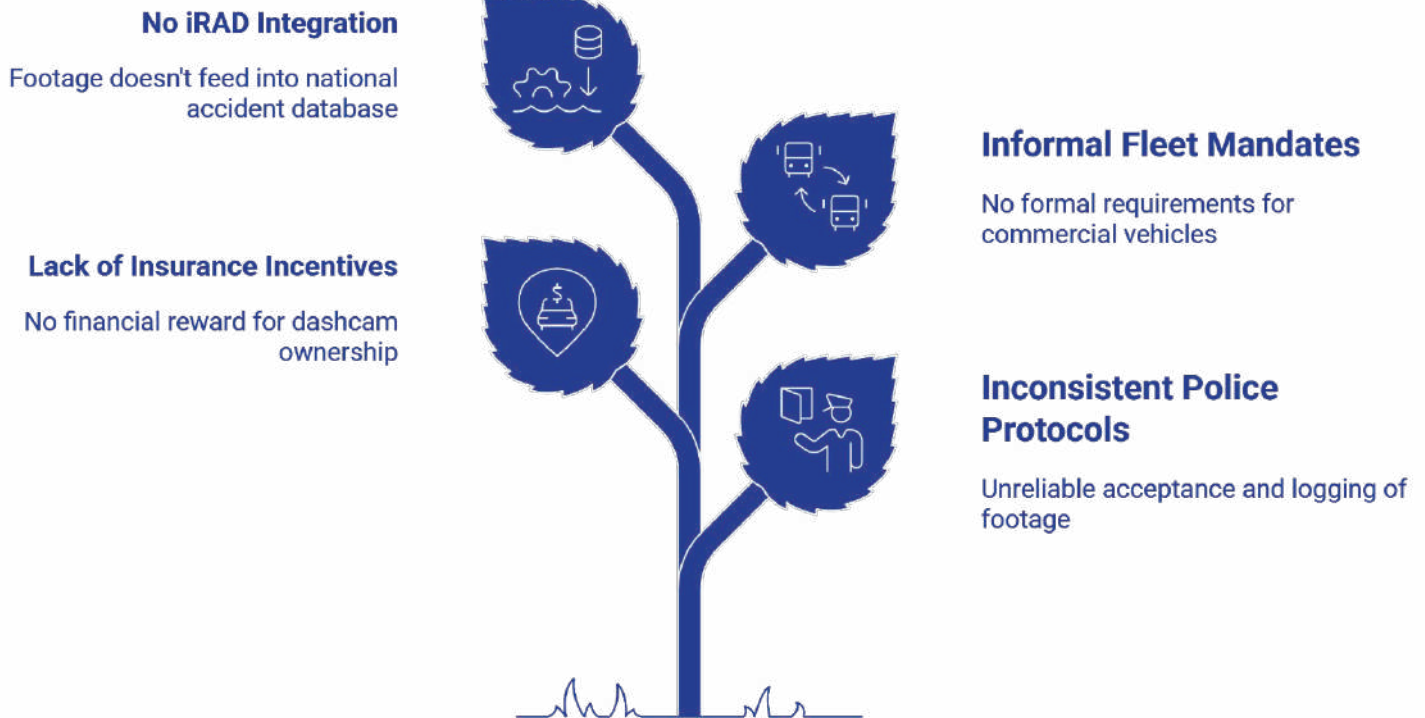
## *3. Emergency Response*

IRF-IC's 5E framework rightly identifies Emergency Care as a pillar of road safety. The critical window between an accident occurring and medical assistance arriving is where lives are most often lost. Dashcams equipped with GPS tracking and automatic crash detection - triggered by the G-sensor detecting sudden deceleration - can send real-time alerts to the family members (Qubo Dashcam 4G Live). For a solo driver on a remote highway stretch, this capability is not a convenience feature. It is the difference between a timely response and a preventable death.

## **The Policy Gap - and How to Close It**

Despite their clear utility, dashcams operate in a policy environment that acknowledges them without truly leveraging them. Dashcam footage is legally admissible in Indian courts under the Bharatiya Sakshya Act as an electronic record, provided it is accompanied by a Section 65B authentication certificate. But legal admissibility on paper and practical adoption on the ground are two different things. Ground-level police protocols for accepting, logging, and preserving dashcam footage as part of FIR proceedings remain inconsistent across states. Insurance regulators have yet to create a formal discount framework that makes dashcam ownership financially rewarding for private vehicle owners, as exists in the UK and parts of Europe. Fleet mandates for commercial vehicles, school buses, and public transport remain informal at best. And perhaps most critically, there is no structured pathway for dashcam footage to feed into the iRAD (Integrated Road Accident Database) system - which means one of the richest potential sources of real-world accident data sits entirely outside India's national road safety intelligence infrastructure.

## Underutilization of Dashcams in India

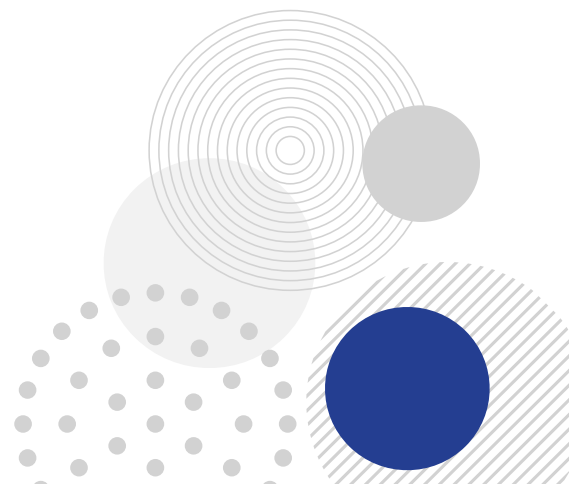


### A Shared Mission



The IRF-IC's Vision Zero goal - zero fatalities, zero serious injuries on Indian roads - is ambitious precisely because it demands that every stakeholder accept responsibility. Technology alone will not achieve it. Neither will enforcement, infrastructure improvement, or education in isolation. But each technology that is deployed at scale, that is deployed at scale, that is embedded in the daily experience of road users, and that generates usable safety data brings Vision Zero incrementally closer.

The dashcam is ready. The infrastructure to support it is being built. What remains is the policy will and the public awareness to make it a standard feature of every vehicle on India's roads - not a luxury, not an accessory, but an expectation.



# CSR INITIATIVES

BY HEROMOTOCORP || EXECUTED BY IRF-IC



International Road Federation  
अंतरराष्ट्रीय सड़क संघ

The homegrown renowned Auto Major – HeroMotoCorp collaborated with IRF-IC for the first time under its CSR program. This collaboration materialized on the occasion of the Road Safety Month observance in January. It was decided to start a meaningful association with activities spanning over a quarter and then being assessed for a longer time period.

Following paragraphs enumerates on the various initiatives undertaken under this collaboration.



## 1. Empowering Young Minds Across Cities

In a continued effort to promote responsible road behavior among young citizens, Hero MotoCorp supported a large-scale road safety awareness initiative focused on school children across multiple cities.

A total of 60 schools were engaged under this program, including 30 schools in Delhi, 10 in Jaipur, and 20 in Gurgaon. The initiative combined creative engagement with structured learning to instill essential road safety habits at an early age.

To enhance outreach and execution, the program partnered with Academia Axis Edutech, a Member of IRF, whose support was instrumental in onboarding schools and organizing drawing competitions. Conducted in January 2026, these competitions provided children with a platform to creatively express their understanding of road safety themes, reinforcing awareness through art and participation.

In addition to on-ground activities, participating students were enrolled in a digital road safety education program. This online module enabled children to learn fundamental road safety concepts in an interactive manner, supported by guidance from both teachers and parents. The blended approach of creative engagement and digital learning ensured deeper retention and wider impact.

Through this initiative, Hero MotoCorp continues to demonstrate its commitment to building safer communities by nurturing awareness and responsible behavior among the youngest road users



## 2. Enhancing School Zone Safety: Translating Awareness into Action

Building on its road safety education initiatives, Hero MotoCorp extended its focus to strengthening on-ground infrastructure around schools. The objective was to ensure that children, who are being sensitized to road safety concepts, are also able to experience and relate to safe, well-designed school zones in their daily environment. As future citizens and ambassadors of sustainability, children play a vital role in reinforcing safe behaviors within communities.

In the first phase, four schools in Jaipur were strategically selected based on location and potential for maximum visibility and impact. The selected schools included:

- PM Shree Kendriya Vidyalaya
- Mahavir Digambar Jain Public School
- Cambridge Court High School
- Government Senior Secondary School

The Safe School Zone Program began with identification of these schools, followed by obtaining necessary permissions from the Jaipur Development Authority, under whose jurisdiction the schools fall. Upon receiving approvals, baseline documentation was undertaken, including drone surveys of the existing school zone conditions.

A detailed School Zone Audit was then conducted in accordance with IRC SP:32, which helped identify critical gaps in infrastructure and safety measures. Based on the audit findings, a comprehensive report along with a Bill of Quantities (BoQ) was prepared and submitted to the authorities for approval. Parallely, a suitable implementation vendor was identified to ensure timely execution.

The interventions focused on low-cost, high-impact engineering measures, including:

- Installation of traffic signages
- Implementation of traffic calming measures
- Road markings for better guidance and visibility
- Installation of road studs and delineators

Post-implementation, a detailed report documenting the interventions, outcomes, and impact was submitted to both the client and the concerned authorities.



### Key Learnings:

- Integration of education and infrastructure significantly enhances the effectiveness of road safety initiatives.
- Early and continuous engagement with local authorities such as the Jaipur Development Authority ensured smoother approvals and implementation.
- Low-cost engineering interventions can deliver high visibility and immediate safety benefits when strategically planned.
- Data-driven audits (as per IRC guidelines) are essential for targeted and need-based interventions.
- Demonstration projects in high-impact locations can serve as scalable models for replication in other cities.

This initiative underscores the importance of creating an enabling environment where awareness is reinforced through visible and practical infrastructure, ultimately contributing to safer school zones and communities.

### 3. Training Gig Workers as First Responders: Strengthening India's Pre-Hospital Care Ecosystem

This initiative focused on training gig workers as first responders—equipping them with essential trauma management, first aid skills, and knowledge of safe victim transportation during the critical pre-hospital phase.

With road traffic fatalities continuing to pose a major public health challenge in India, the program aimed to build a network of trained individuals who are often among the first to arrive at crash scenes.

Research highlights that the absence of timely and appropriate care within the *Golden Hour*—Golden Hour—significantly contributes to preventable fatalities. Equally, unskilled intervention during this period can worsen injuries, leading to long-term complications or permanent disabilities. Addressing this gap was central to the initiative.

### Key Objectives

- Enhance the overall trauma care ecosystem in India through capacity building
- Promote sustained efforts toward improving road safety outcomes
- Strengthen partnerships, leveraging support from Hero MotoCorp to train over 2300+ individuals
- Equip gig workers and citizens with life-saving first aid and basic life support skills

Foster a culture of assistance by raising awareness about the Good Samaritan Law and encouraging bystander intervention



## Methodology

### Conceptual, Practical and Hands-on Learning

The training program adopted a blended approach combining audio-visual modules with extensive hands-on practice. Participants engaged in role-playing, simulations, and real-life scenario-based exercises to build confidence in emergency response.

### Curriculum Highlights

The curriculum covered critical trauma care components, including:

- Trauma assessment and scene management
- Safe lifting and transportation of victims
- Hemorrhage control and fracture management
- Amputation care
- Life-saving techniques such as CPR and the Heimlich Maneuver
- Response to medical emergencies including snake bites, dog bites, burns, drowning, and fainting

### Instructional Techniques

A mix of theoretical sessions, audio-visual aids, and practical demonstrations ensured comprehensive learning. Group discussions encouraged peer learning, while pre- and post-training assessments helped evaluate knowledge gains and skill acquisition.

### Unique Strengths (USP)

- Enhanced and structured curriculum for improved learning outcomes
- Greater visual content to support better understanding
- Increased focus on mock drills and simulation-based learning





## Program Reach and Implementation

A total of **2,308 gig workers** were trained through **38 structured sessions** conducted across multiple locations, including Gurgaon Traffic Training Park, DCP Headquarters (Udyog Vihar), Punjabi Bagh and Roshanara Club in Delhi, as well as Jaipur and Haridwar.

This initiative represents a critical step towards bridging the gap in emergency response during road accidents by empowering gig workers—who are frequently present on roads—with the skills to save lives. By strengthening first response capacity, Hero MotoCorp and its partners are contributing meaningfully to reducing preventable fatalities and improving post-crash care outcomes in India.

2308

**Total Gig Workers**

Total workers trained

38

**Structured Sessions**

Total training sessions

# IRF-IC

## Learning Management System

### International Road Federation- India Chapter

The **International Road Federation – India Chapter (IRF-IC) Learning Management System (LMS)**, is a digital platform designed to deliver structured, high-quality training programs focused on improving road safety standards and mobility practices in India.

The LMS offers specialized courses including **Driver Education & Training and School Zone Road Safety Program**, aimed at enhancing responsible driver behavior and ensuring the safety of school-going children. The platform provides interactive modules, practical insights, and up-to-date knowledge on traffic regulations and road safety practices.

### Key Features of IRF-IC LMS

The platform is built to support flexible and scalable learning with:

- Self-paced online modules
- Expert-led sessions and practical case studies
- Certification aligned with international standards
- Industry-focused curriculum for real-world application

### Core Programs Offered

#### 1. Defensive Driver Training Program

This program is designed to enhance driver awareness, reduce road risks & accidents, and promote safe driving behavior.

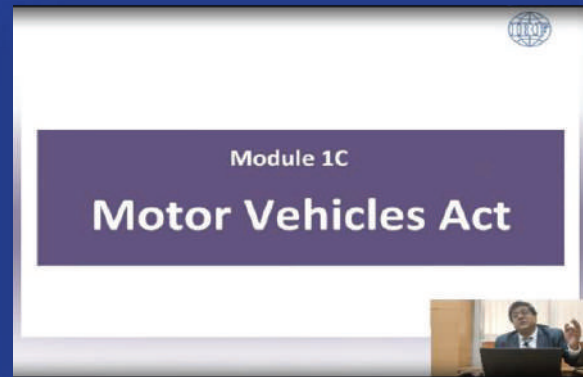
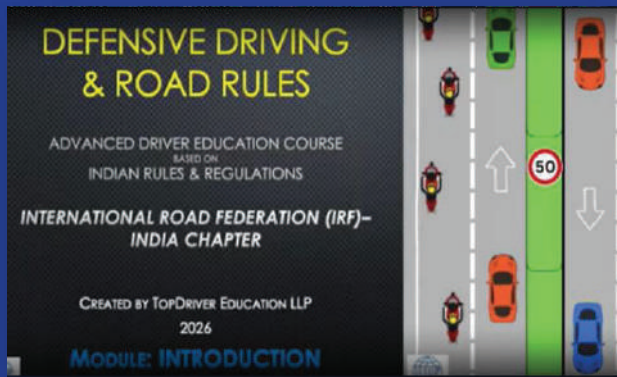
#### Objectives:

- Improve hazard perception and anticipation skills
- Encourage responsible and defensive driving techniques
- Reduce accidents, injuries, and vehicle damage

#### Key Topics:

- Road risk assessment
- Fatigue and distraction management
- Safe speed and distance control
- Emergency handling techniques





### Objectives:

- Equip participants with skills to evaluate school zone safety
- Identify infrastructure and behavioral risks
- Recommend corrective safety measures

### Target Audience:

- Urban planners and engineers
- Traffic police and Enforcement agencies
- School administrators and safety officers
- Road safety professionals

### Key Topics:

- School zone risk assessment methodologies
- Traffic calming measures
- Pedestrian and child safety planning
- Audit reporting and compliance standards

IRF-IC's LMS equips you with the skills and knowledge needed to contribute to a safer road environment.

**Start your learning journey today and be a part of the road safety mission.**

For more information, please visit: [www.indiairf.com](http://www.indiairf.com)

Contact: +91-11-40197827

**Ready to explore? Log in today** to see the exciting changes and start your journey toward becoming the safest road user you can be! (<https://irf-lms.prodioslabs.com/sign-in>)



# Event Section

**IRF-IC's 11th Webinar on the subject "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" August 28, 2025 @ 4:00 pm - 5:30 pm**



IRF India Chapter organized its **11th webinar on "Revolution in Infrastructure Development by 3D Concrete Printing" on 28th August 2025**, with participation from key stakeholders. The session highlighted the growing potential of 3D concrete printing in infrastructure, including its application in defense projects, while noting challenges such as high

costs, limited adoption, and lack of standards. **Prof. P.K. Sikdar**, Advisor, IRF-IC, introduced and invited the Moderator of the webinar. It also emphasized the importance of material properties and technological advancements to improve print quality, durability, and sustainability for wider adoption.

**Find out more:** [https://indiairf.com/irf\\_india\\_events/irf-ics-11-th-webinar-on-the-subject-revolution-in-infrastructure-development-by-3d-concrete-printing-penetration-of-this-revolution-is-insignificant-so-far-how-to-overcome/](https://indiairf.com/irf_india_events/irf-ics-11-th-webinar-on-the-subject-revolution-in-infrastructure-development-by-3d-concrete-printing-penetration-of-this-revolution-is-insignificant-so-far-how-to-overcome/)

**IRF-IC's Webinar on the subject "Reducing Road Accidents through Intelligent Data Evaluation" September 26, 2025 @ 4:00 pm - 5:30 pm**



IRF India Chapter organized a webinar on **"Reducing Road Accidents through Intelligent Data Evaluation" on 26th September 2025**, attended by Road Safety Professionals, Research Scholars, Corporates, Highway Engineers, Road Planners, Academicians, etc. **Mr. Akhilesh Srivastava**, President, IRF-IC as a Moderator welcomed the distinguished Speakers and attendees.

The session highlighted India's high share of global road fatalities and emphasized the need for data-driven, technology-enabled, and locally adapted solutions. It also stressed the importance of predictive and preventive approaches, with a focus on driver behavior. The webinar concluded by underscoring the role of data analytics in identifying high-risk zones and enabling timely interventions.

**Find out more:** [https://indiairf.com/irf\\_india\\_events/irf-ics-11-th-webinar-on-the-subject-reducing-road-accidents-through-intelligent-data-evaluation/](https://indiairf.com/irf_india_events/irf-ics-11-th-webinar-on-the-subject-reducing-road-accidents-through-intelligent-data-evaluation/)

**IRF-IC's Webinar on the subject "Smart Roads, Smarter Insights: AI- Powered Video Analytics Transforming Transportation" October 16, 2025 @ 4:00 pm - 5:00 pm**



IRF India Chapter organized a webinar on **"Smart Roads, Smarter Insights: AI-Powered Video Analytics Transforming Transportation"** on 16th October 2025, attended by Road Safety Professionals, Research Scholars, Corporates, Highway Engineers, Road Planners, Academicians, etc. **Prof. P.K. Sikdar**, Advisor, IRF-IC, welcomed and introduced the Speaker and attendees. The session highlighted how AI-powered video analytics can

significantly reduce road maintenance costs and improve traffic efficiency through real-time monitoring and predictive management. It emphasized the importance of accurate data collection for detecting road defects, optimizing repairs, ensuring ESG-compliant practices, and enabling informed decision-making for infrastructure planning and traffic management.

For full webinar recording and presentation of the speaker, visit IRF-IC's website at <https://www.indiairf.com>.

**12th Lecture on the subject "Research & Developments in Autonomous Vehicle Technologies in India – Their Potential in Road Safety and Implementability" November 14, 2025 @ 6:00 pm - 7:30 pm**



As part of the Road Safety Lecture Series, IRF-IC hosted its 12th lecture on **"Research & Developments in Autonomous Vehicle Technologies in India – Their Potential in Road Safety and Implementability"**.

Mr. K. K. Kapila, President (Emeritus), IRF and Founder President, IRF-IC was the Moderator at the event. Mr. Akhilesh Srivastava, President, IRF-IC and Prof. P. K. Sikdar, Advisor, IRF-IC were present. Dr. P Rajalakshmi, Professor, TIHAN (Hyd), IIT Hyderabad and Dr. A. Mohan Rao, Chief Scientist & Head (ESD), Central Road Research Institute, New Delhi were the Guest Speakers.

Find out more: <https://indiairf.com/irf-india-events/12th-lecture-on-the-subject-research-developments-in-autonomous-vehicle-technologies-in-india-their-potential-in-road-safety-and-implementability/>



**Launch of National Road Safety Mission for Schools- November 20, 2025 @ 4:30 pm - 7:30 pm**



The National Road Safety Mission for Schools was successfully launched on 20th November 2025 at the India International Centre, Kamaladevi Complex, New Delhi, from 4:30 PM to 7:30 PM. The Mission is a joint initiative of the International Road Federation – India Chapter and Academia Axis Edtech Private Limited, a member of IRF-IC, aimed at **promoting responsible and mature road user behavior with a special focus on children, schools, and surrounding communities.**

Find out more: [https://indiairf.com/irf\\_india\\_events/launch-of-national-road-safety-mission-for-schools/](https://indiairf.com/irf_india_events/launch-of-national-road-safety-mission-for-schools/)

**Lecture Series: 3.0 :1st Lecture on the subject “Sustainable Materials & Circular Economy in Road Construction” December 16, 2025 @ 6:00 pm - 7:30 pm**



As part of the Road Safety Lecture Series supported by Maruti Suzuki, IRF-IC hosted its new Series 3.0 on the theme of **“Vision Zero India: Integrating Safety, Sustainability and Technology in Infra”** which commenced with a Lecture on the topic of **“Sustainable Materials & Circular Economy in Road Construction.”**

Find out more: [https://indiairf.com/irf\\_india\\_events/sustainable-materials-circular-economy-in-road-construction/](https://indiairf.com/irf_india_events/sustainable-materials-circular-economy-in-road-construction/)



## IRF-IC Foundation Day Monday, 19th January 2026

International Road Federation – India Chapter (IRF-IC) celebrated 15 years of its establishment, reflecting on a journey driven by purpose, partnerships and an unwavering commitment to road safety and safer mobility. The Foundation Day programme was graced by senior dignitaries on the dais – including **Mr. K. K. Kapila**, Founder President, IRF-IC, **Mr. Akhilesh Srivastava**, President, IRF-IC, **Prof. Manoranjan Parida**, Former Director, CRRI-New Delhi, **Mr. Pawan Kant**, CEO, Interise Investment Managers Ltd. And **Prof. P.K. Sikdar**, Advisor, IRF-IC, whose presence and insights reinforced the importance of collective responsibility in saving lives on our roads.

For full event recording and presentation and journey of IRF-IC, visit IRF-IC's website at <https://www.indiairf.com>



## National Road Safety Education Excellence Awards Saturday, 25th April 2026

104 Schools. 36 Student Champions. 23 States. One Mission — Safer Roads for Our Children.

On 25th April 2026, at the Dr. Ambedkar International Centre, New Delhi, young changemakers were recognised for their outstanding contribution to road safety under the National Road Safety Mission for Schools (NRSMS). IRF-IC and its member in the edutech sector- Academia Axis, joined hands in November 2025 to launch the National Road Safety Mission for Schools. This program aims for School Zone Safety through road safety initiative around the School Zone and complement it with Digital Education customized for classes 0 to 12.

Together, IRF-IC and Academia Axis are bridging the gap between policy, education and implementation—ensuring that road safety is not just taught, but experienced and practised daily.

🏆 Awards were conferred to 36 Student Champions based on their performance, leadership and commitment to promoting road safety within their schools and communities.

The impact so far speaks volumes:

- ✓ 22+ lakh students reached
- ✓ 4.65 lakh Road Safety Ambassadors created
- ✓ 104 schools recognised nationwide
- ✓ On-ground interventions including signage, markings and traffic calming measures

The biggest success?

👉 Students are no longer just learners—they are road safety leaders influencing families and communities.

This is how a nation builds a culture of safety, not just compliance. Now, the focus must be clear:

Take this mission to every school zone across India.



स्कूलों और शैक्षणिक क्षेत्रों के पास छात्रों की सुरक्षित आवाजाही सुनिश्चित करने के लिए 'मिशन फॉर स्कूल्स' के तहत राष्ट्रीय सड़क सुरक्षा शिक्षा उत्कृष्टता पुरस्कार प्रदान किए गए

नई दिल्ली। देश के 23 राज्यों के लगभग 104 अग्रणी स्कूलों और 36 राष्ट्रीय छात्र चैंपियनों को 'राष्ट्रीय सड़क सुरक्षा शिक्षा उत्कृष्टता पुरस्कार' से सम्मानित किया गया। ये पुरस्कार 'राष्ट्रीय सड़क सुरक्षा मिशन फॉर स्कूल्स' (NRSMS) के तहत दिए गए। इस मिशन को जिनैवा स्थित 'इंटरनेशनल रोड फेडरेशन' (IRF) की भारतीय शाखा ने शुरू किया था। IRF एक वैश्विक सड़क सुरक्षा संस्था है जो दुनिया भर में बेहतर और सुरक्षित सड़कों के लिए काम करती है। इस मिशन में 'एकेडेमिया एक्सिस एडुटेक' नामक एक गैर-सरकारी संस्था ने भी सहयोग किया, जिसका उद्देश्य स्कूलों और शैक्षणिक क्षेत्रों के पास छात्रों की सुरक्षित आवाजाही सुनिश्चित करना है। देश

अभियान में शामिल किया गया। इसके अलावा 23 राज्यों के लगभग 104 अग्रणी स्कूलों और 36 राष्ट्रीय छात्र चैंपियनों को 'राष्ट्रीय सड़क सुरक्षा शिक्षा उत्कृष्टता पुरस्कार' से सम्मानित किया गया। ये पुरस्कार 'राष्ट्रीय सड़क सुरक्षा मिशन फॉर स्कूल्स' के तहत दिए गए। इस मिशन को जिनैवा स्थित 'इंटरनेशनल रोड फेडरेशन' की भारतीय शाखा ने शुरू किया था। 'एकेडेमिया एक्सिस एडुटेक' नामक एक गैर-सरकारी संस्था ने भी सहयोग किया, जिसका उद्देश्य स्कूलों और शैक्षणिक क्षेत्रों के पास छात्रों की सुरक्षित आवाजाही सुनिश्चित करना है। देश भर के लगभग 5000 स्कूलों को इस सड़क सुरक्षा अभियान में शामिल किया गया।

### राष्ट्रीय सड़क सुरक्षा शिक्षा उत्कृष्टता पुरस्कार प्रदान किए गए

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### मिशन फॉर स्कूल्स के तहत राष्ट्रीय सड़क सुरक्षा शिक्षा उत्कृष्टता पुरस्कार प्रदान किये गये

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# IRF-IC in Media

## IRF urges PM to step in on quality-first Govt contracts

TSS/New Delhi: Global road safety body IRF on Tuesday urged Prime Minister Narendra Modi to instruct government departments to ensure that contracts and procurement orders are finalised based on quality and not on cost.

International Road Federation (IRF), in a letter to Prime Minister Modi, cited the amended General Financial Rules and said that projects can be awarded and procurement of goods can be done based on Quality-cum-Cost-Based Selection (QCBS), where quality carries 30 per cent weight, and cost weighs 70 per cent.

IRF said that despite the revised GFR rates, contracts are being given to the lowest bidder, affecting the quality of work.

"Although the GFR has been amended to have the above provision, it is not being implemented," IRF president emeritus K K Kapila wrote in the letter.

According to Kapila, this results in works being awarded to the lowest bidder, and the contracting industry has been quoting obnoxiously low rates, which results in poor quality of work, elongated arbitration and long drawn court cases. IRF said it has urged the prime minister to suitably direct respective secretaries to strongly advise officers under them, who undertake works, to follow the above stated General Financial Rules and ensure appropriate quality of work.

## 10 New Delhi, Monday 20 April 2026

### K.K. Kapila Welcomes Supreme Court Judgment Declaring Safe Road Travel a Fundamental Right



New Delhi, Focus News: K.K. Kapila, President Emeritus of the International Road Federation (IRF), has warmly welcomed the landmark judgment of the Hon'ble Supreme Court of India declaring the right to safe road travel as an integral part of the Right to Life under Article 21 of the Constitution, calling it a "historic and transformative" development.

Kapila, President Emeritus of the International Road Federation, said the ruling emphasises on the urgent need to prioritise road safety as a national mission. He emphasized that this judgment sends a strong and unequivocal message to all stakeholders—including policymakers, infrastructure developers, enforcement agencies, and road users—that safety must be at the core of road planning, design, construction, and management.

"The Supreme Court has rightly observed that highways and expressways must not become corridors of peril. This directive aligns with global best practices and the long-standing advocacy of the International Road Federation for safer, more sustainable mobility systems," Mr. Kapila stated.

He further noted that India accounts for a disproportionately high number of road fatalities, and such judicial interventions are critical to accelerating systemic reforms. The pan-India directions issued by the Bench are expected to strengthen accountability, improve enforcement, and foster the adoption of advanced safety standards and technologies. Kapila urged both Central and State Governments to act swiftly in implementing the Court's directives in letter and spirit.

He also called for enhanced collaboration between public and private sectors, capacity building of institutions, and increased public awareness to achieve meaningful reductions in road accidents and fatalities. "The recognition of safe road travel as a fundamental right is a powerful step toward saving lives and building a culture of safety. It is now our collective responsibility to translate this vision into tangible outcomes on the ground," he added. The International Road Federation remains committed to supporting India's efforts in improving road safety through knowledge sharing, capacity development, and advocacy for global standards.

## KK Kapila welcomes landmark right to safe travel judgment

New Delhi: K.K. Kapila on Monday welcomed a landmark judgment by the Hon'ble Supreme Court of India declaring safe road travel as a fundamental right under Article 21 of the Constitution, calling it a "historic and transformative" development.

Kapila, President Emeritus of the International Road Federation, said the ruling emphasises on the urgent need to prioritise road safety as a national mission and



calls for a strong message to all stakeholders, including policymakers, infrastructure developers, enforcement agencies, and road users, that safety must be at the core of road planning, design, construction, and management.

He noted that the Supreme Court's observation that highways and expressways must not become corridors of peril aligns with global best practices as well as the IRF's long-standing

advocacy for safer and more sustainable mobility systems. Highlighting India's high share of global road fatalities, Kapila said judicial interventions of this nature are critical to accelerating systemic reforms. He added that the pan-India directions issued by the Bench are expected to strengthen accountability, improve enforcement, and foster the adoption of advanced safety

standards and best practices. Kapila urged both the Central and State Governments to implement the Court's directives in letter and spirit, while calling for greater enforcement, institutional capacity building and increased public awareness to significantly reduce road accidents and fatalities.

The IRF, he said, remains committed to supporting India's road safety efforts through knowledge sharing, capacity development and advocacy for global standards. The judgment marks a major step towards saving lives and ensuring a brighter future for all. It is a collective responsibility to translate the vision into tangible outcomes on the ground.

## AI, policy push take centre stage at global mobility forum

The summit, which is the first of its kind in India, will focus on the latest technological advancements in road design, construction, and management, with a special emphasis on AI and policy-making. The event is being organised by the International Road Federation (IRF) in partnership with the Ministry of Road Transport and Highways, Government of India.

The summit will feature a series of panel discussions, workshops, and a conference cum expo mode. The panel discussions will focus on the latest technological advancements in road design, construction, and management, with a special emphasis on AI and policy-making. The workshops will provide a platform for industry experts to share their experiences and insights on the challenges of road safety and infrastructure development.

The conference cum expo mode will provide an opportunity for industry providers to showcase their latest products and services. The expo will feature a wide range of products and services, including road design software, construction equipment, and safety equipment. The conference will also feature a series of keynote speeches by industry leaders and government officials.



## FOCUS NEWS

### About 400 plus road safety and transport experts to attend The Two-Day GRIS being organised in New Delhi on February 5-6, 2026 with a theme 'Vision Zero India, Integrating Safety, Sustainability and Technology in Infra'

New Delhi, Focus News: About 400 plus eminent road safety and transport experts will be attending a Two Day Global Road Infratech Summit & Expo (GRIS) 2026 to be held in New Delhi on February 5-6, 2026. "GRIS-2026 is being organised by the India chapter of the Geneva based International Road Federation global road safety body working for better and safer roads worldwide in partnership with CRRI, ITS India Forum and Bitumen Forum) with the theme 'Vision Zero India: Integrating Safety, Sustainability and Technology in Infra' will be attended by global infrastructure experts and policy makers, visionaries, and technocrats from India and about 20 countries. The summit will be inspiring innovation, showcasing cutting-edge solutions from industry providers, fostering knowledge exchange, and open valuable networking opportunities for experts and decision-makers from government bodies and private organisations. The event through the conference cum expo mode, aims to deliver a holistic experience that educates, inspires, and drives progress in the industry by seamlessly blending the formats." said Mr. K.K. Kapila, President Emeritus, International Road Federation (IRF).

The summit will be inaugurated by Mr. Nitin Gadgil, Union Minister for Road Transport & Highways will represent a holistic approach to road safety, combining the latest technological advancements with innovative practices to create safer roads for everyone. By prioritizing safety in every aspect of road design, construction, and management, this theme looks to move towards a future where road accidents become a rarity, ultimately aiming for zero fatalities." said Mr. Kapila.

## Global Road Infratech Summit 2026 to bring vision Zero into focus

The summit will be inaugurated by Mr. Nitin Gadgil, Union Minister for Road Transport & Highways will represent a holistic approach to road safety, combining the latest technological advancements with innovative practices to create safer roads for everyone. By prioritizing safety in every aspect of road design, construction, and management, this theme looks to move towards a future where road accidents become a rarity, ultimately aiming for zero fatalities." said Mr. Kapila.

The summit will be inspiring innovation, showcasing cutting-edge solutions from industry providers, fostering knowledge exchange, and open valuable networking opportunities for experts and decision-makers from government bodies and private organisations. The event through the conference cum expo mode, aims to deliver a holistic experience that educates, inspires, and drives progress in the industry by seamlessly blending the formats." said Mr. K.K. Kapila, President Emeritus, International Road Federation (IRF).

## GLOBAL ROAD INFRATECH SUMMIT & EXPO (GRIS) 2026

Ahmedabad, A two day Global Road Infratech Summit & Expo (GRIS) 2026 with more than 400 infrastructure, transport and road safety experts from India and abroad attending began here today. GRIS-2026 being organised by the India chapter of the Geneva based International Road Federation (IRF) global road safety body working for better and safer roads worldwide in partnership with CRRI, ITS India Forum and Bitumen Forum with the theme 'Vision Zero India: Integrating Safety Sustainability and Technology in Infra' is being attended by global infrastructure experts and policy makers, visionaries, and technocrats from India and

## Adopting QCBS for Better Infrastructure Outcomes

Ahmedabad, It is time for the government to move away from the outdated practice of lowest bidding (L1) in public procurement and adopt the globally accepted Quality-cum-Cost-Based Selection (QCBS) method. This transition is particularly critical for infrastructure-related departments, as already envisaged in the General Financial Rules issued by the Ministry of Finance. Public procurement, especially in infrastructure projects, demands a careful balance between cost efficiency and quality outcomes. Traditionally, many government departments have relied on awarding contracts to the lowest bidder. While this approach may appear economical in the short term, it often leads to significant long-term challenges. The most critical drawback of the L1 system is the compromise on quality. Contractors quoting the lowest price frequently cut corners in materials, technology, or workmanship. This results in substandard infrastructure that fails prematurely, leading to higher lifecycle costs due to frequent repairs, maintenance, or even complete replacement.

## TIME TO MOVE BEYOND LOWEST BIDDING: ADOPTING QCBS FOR BETTER INFRASTRUCTURE OUTCOMES

Public procurement, especially in infrastructure projects, demands a careful balance between cost efficiency and quality outcomes. Traditionally, many government departments have relied on awarding contracts to the lowest bidder. While this approach may appear economical in the short term, it often leads to significant long-term challenges. The most critical drawback of the L1 system is the compromise on quality. Contractors quoting the lowest price frequently cut corners in materials, technology, or workmanship. This results in substandard infrastructure that fails prematurely, leading to higher lifecycle costs due to frequent repairs, maintenance, or even complete replacement.

The quality of infrastructure projects is directly linked to the procurement process. When the focus is solely on the lowest bid, contractors are incentivized to compromise on quality to maintain their profit margins. This can lead to substandard infrastructure that is prone to failure, requiring frequent repairs and maintenance, which ultimately increases the total cost of ownership over the project's lifecycle.

Adopting QCBS offers a more holistic approach to procurement. By considering both quality and cost, the government can ensure that it receives the best value for its money. This approach encourages contractors to invest in better materials and workmanship, leading to more durable and reliable infrastructure. Additionally, QCBS promotes transparency and fairness in the procurement process, reducing the risk of corruption and ensuring that the best qualified contractor is selected.

The transition to QCBS is a critical step towards improving the quality of infrastructure projects. It requires a change in mindset and a focus on long-term value rather than short-term cost savings. By adopting QCBS, the government can ensure that its infrastructure investments are of high quality and provide a better return on investment over the long term.



# Membership

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- Educational and Research
- Companies

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- Pro
- Pro Senior
- Students

For More Details Visit: <https://indiairf.com/become-a-member/>

Or write to us at: [india@irf.org.in](mailto:india@irf.org.in)

## Upcoming Events:

- IRF International Registry for Road Safety Auditors Program: - 20<sup>th</sup> to 31<sup>st</sup> July 2026 at New Delhi.
- 11th International Conference on Sustainable Transportation in Africa (ICTA 2026).



For more information, Email at: [india@irf.org.in](mailto:india@irf.org.in)  
Contact: +91-11-40197827



For more details: <https://irfofficial.org/event/11th-international-conference-on-sustainable-transportation-in-africa-icta-2026/>

# IRF 2026 Annual Conference- November 16<sup>th</sup> to November 18<sup>th</sup>, 2026



REGISTRATIONS OPEN

IRF INTERNATIONAL ROAD FEDERATION ANNUAL CONFERENCE 2026

GENEVA 16 - 18 Nov 2026 Switzerland

**The Road Ahead**  
Trust, Delivery and Innovation

PLATINUM SPONSOR  
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## Registrations for the IRF 2026 Annual Conference are OPEN Reserve Your Spot Today

We encourage you to secure your place as soon as possible to take advantage of **early bird rates**, with **exclusive discounted pricing available for IRF members**.

## IRF 2026 Annual Conference Registration

IRF 2026 Annual Conference will be held in Geneva from 16–18 November 2026 under the theme “The Road Ahead: Trust, Delivery and Innovation”. It will bring together the global road community, uniting decision-makers, industry leaders, international organisations and technical experts at the intersection of policy, practice and innovation.

Over the three days, the conference will examine some of the most pressing questions facing the road sector today: how to build public trust, how to deliver more resilient, inclusive and financially viable road systems and how to harness innovation to prepare roads for the future.

For more details about the IRF 2026 Annual Conference, please visit the [www.irfofficial.org](http://www.irfofficial.org).

For group registration, please contact [events@irfofficial.org](mailto:events@irfofficial.org)

**Register at:** <https://pci.jotform.com/form/261122794813356>

## Preliminary Programme (as of 15 April 2026)

	Day 1   16 Nov <i>Building Trust</i>	Day 2   17 Nov <i>Delivering Systemic Solutions</i>	Day 3   18 Nov <i>Innovating for Future Roads</i>	
09:00 - 09:30	IRF Workshops and Meetings (by invitation)	PLS2 Agency Executives Roundtable: Delivering Roads for the UN Decade	PLS3 Preparing Roads for Automation	
09:30 - 10:00				
10:00 - 10:30		Coffee Break	Coffee Break	
10:30 - 11:00		ES3 Resilience Delivered: From Strategy to Road Network Reality	ES4 Future Roads Funding I	ES10 Sustaining and Future-Proofing Roads in Emerging Markets
11:00 - 11:30				
11:30 - 12:00		Lunch Break	ES5 Future Roads Funding II	ES11 Digital Roads: Smarter Traffic Operations
12:00 - 12:30				
12:30 - 13:00		Lunch Break	Lunch Break	ES12 Digital Roads: Safer Traffic Systems
13:00 - 13:30				
13:30 - 14:00		PLS1 Opening Session	ES6 Safer Roads in Practice: Designing and Delivering What Works	ES13 How Technology Is Changing Behaviour on the Road
14:00 - 14:30				
14:30 - 15:00	Coffee Break	Coffee Break	PLS4 Closing Session and Awards Ceremony	
15:00 - 15:30	ES1 Designing Roads for Everyone	ES2 Safer Roads for All: What the Evidence Tells Us and What We Do Next		
15:30 - 16:00			ES8 Greening Roads Projects: From Commitment to Measurable Action	ES9 New Paradigm for Asset Maintenance
16:00 - 16:30	ES7 Circularity in Road Infrastructure			
16:30 - 17:00		Lunch Break	Lunch Break	
17:00 - 17:30				

We look forward to welcoming you to Geneva

Get the latest updates from IRF, Follow us on socials.



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### IRF Headquarters

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[www.irfofficial.org](http://www.irfofficial.org)

# WHAT'S TRENDING IN ROAD SAFETY ON SOCIAL MEDIA

01



## SCHOOL ZONE SAFETY

- Safe school zone campaigns
- Speed calming measures
- Child-focused road safety audits

 Safer children. Safer communities.




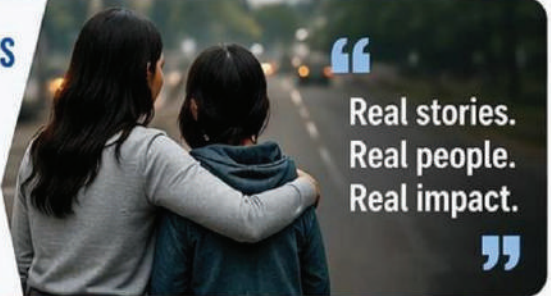
02



## HUMAN-CENTRIC CAMPAIGNS

- Crash survivor stories
- Victim family testimonials

 Real stories. Real impact.  
Stronger awareness.




03



## MICROMOBILITY SAFETY

- Helmet awareness for gig workers
- Dedicated lanes discussions
- Last-mile safety debates

 Safe rides. Safer cities.  
Better mobility for all.




04



## DEFENSIVE DRIVING & CORPORATE SAFETY CULTURE

- Driver training programs
- Fleet safety statistics
- "Zero Harm" workplace mobility policies

 Trained drivers. Safe fleets.  
Zero Harm. Every journey.




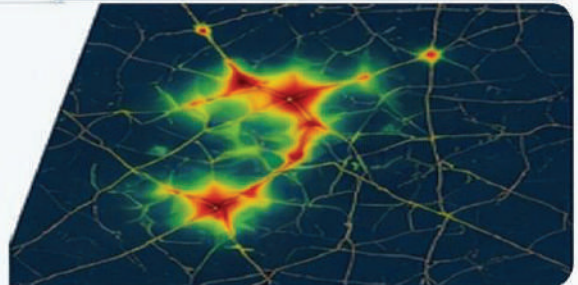
05



## DATA VISUALIZATION & CRASH ANALYTICS

- Heatmaps of accident-prone zones
- Infographics on fatalities
- "Did you know?" stats

 Data drives decisions.  
Insights save lives.



SAFE ROADS. STRONGER SOCIETIES.  
TOGETHER, LET'S BUILD A SAFER FUTURE



INDIA CHAPTER

# IRF-IC ADVOCACY EFFORTS FOR ROAD SAFETY & SUSTAINABLE MOBILITY

IRF-IC continues to engage with policymakers and key stakeholders to strengthen road safety, promote sustainable mobility and support evidence-based decisions for a safer and cleaner India.

## 1 REDUCTION OF GST ON HELMETS (18% TO 0%)



IRF-IC has appealed to the Hon'ble Minister Shri Nitin J. Gadkari to reduce GST on helmets from 18% to 0%.



This will make certified, high-quality helmets more affordable for two-wheeler riders.



It will encourage greater usage of good quality and durable helmets.



Ultimately, it will contribute to reduction in road fatalities and serious injuries.

## 2 MANDATORY IN-BUILT DASHCAMS IN VEHICLES



IRF-IC has recommended the mandatory installation of in-built dashcams in all new vehicles from 1st April 2026.



A phased plan has been proposed for retrofitting dashcams in existing vehicles.



This will enhance driver accountability and promote responsible driving behaviour.



It will support scientific crash investigation and help bridge the gap between world-class highways and high accident rates.

## 3 IMPLEMENTATION OF AIS-209 – TWO-WHEELED ROAD AMBULANCE



IRF-IC has requested MoRTH for urgent implementation of AIS-209, which standardises construction and functional requirements for life support two-wheeled road ambulances.



The recommendation is supported by studies conducted by AIIMS and DRDO.



Two-wheeled road ambulances can reach patients faster in congested urban areas and remote or inaccessible locations.



This initiative will strengthen emergency response and improve access to critical care.

## 4 RECOGNITION OF HYBRID INCENTIVES IN DELHI EV POLICY



IRF-IC welcomes the 50% road tax waiver for strong hybrid vehicles under Delhi's EV Policy.



Strong hybrids offer over 30% reduction in CO<sub>2</sub> emissions compared to conventional vehicles.



They can operate in electric mode for a significant portion of city driving, reducing emissions without relying on charging infrastructure.



The policy's inclusive approach recognising hybrids alongside CNG, flex-fuel and ethanol-based vehicles promotes a multi-technology pathway for cleaner, practical, affordable and scalable mobility.



Through these advocacy efforts, IRF-IC remains committed to building safer roads, saving lives and driving India towards a sustainable and resilient mobility future.



# Photogallery





# Acknowledgement

We extend our sincere thanks to all our contributors, supporters, and readers who continue to inspire the content of this newsletter. Your engagement and feedback help us grow and serve you better in each issue.

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

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