



International Road Federation 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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**SAFETY
FIRST**



Mr. Somenath Ghosh

Editor, IRF India Chapter

From Editor's Desk

Dear Members and Readers,

The past few months have been significant for the International Road Federation – India Chapter (IRF-IC), with important institutional developments and renewed momentum on the road safety agenda.

The Governing Council and General Body Meetings held on 9 May 2026 marked a new chapter, with Dr. Anilkumar Gaikwad, MD, MSRDC, elected as President and a dynamic team of office bearers and members constituted to take forward the Federation's mission.

The establishment of the National Road Safety Board in 2026 is another important milestone, with its six Working Groups expected to strengthen coordination and support focused policy and programme development. Technology-driven measures, stronger driver licensing requirements and a coordinated approach encompassing engineering, vehicle technology, education, enforcement and emergency care will be critical to addressing India's continuing road safety challenge.

I commend IRF-IC for its sustained advocacy, awareness, capacity building and technical initiatives. I also place on record my appreciation for Founder President Mr. K. K. Kapila, whose persistent advocacy has contributed to the Ministry of Road Transport and Highways' Gazette Notification recognising and facilitating Two-Wheeler Motorbike Ambulances—an important example of advocacy translating into life-saving policy action.

These milestones, though modest in the larger road safety landscape, demonstrate that meaningful change is possible through persistence and collaboration. Going forward, IRF-IC must broaden its horizons beyond road safety to embrace sustainability, environmental responsibility and the wider Sustainable Development Goals.

The journey continues—with renewed purpose, wider horizons and an unwavering commitment to saving lives.



Mr. K. K. Kapila

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

Dear Members and Readers,

The past few months have been a period of renewed energy and transition for the International Road Federation – India Chapter (IRF-IC). As the Federation moves into a new phase of leadership, I am encouraged by the commitment of our members, office bearers and partners to carry forward the mission of making India's roads safer and mobility more sustainable.

The changing road safety landscape calls for organisations to remain agile, responsive and forward-looking. At IRF-IC, our **monthly meetings of the Office Bearers** have enabled us to respond quickly to emerging opportunities, review our programmes and continuously align our priorities with the evolving needs of the road safety ecosystem.

I am particularly pleased with the growing participation of **individual members from infrastructure organisations, Public Works Departments and other professional institutions**. Their experience and field knowledge will add considerable strength to our collective efforts and expand the Federation's reach across the country.

There have also been encouraging developments on the policy front. The **Gazette Notification of the Ministry of Road Transport and Highways standardising two-wheeler motorbike ambulances** is a welcome step towards strengthening emergency response and improving access to timely trauma care, particularly in locations where conventional ambulances may face difficulties in reaching crash victims quickly. IRF-IC remains committed to supporting initiatives that can translate such policy interventions into effective implementation on the ground.

As we look ahead, our focus will remain firmly on **action, collaboration and measurable impact**. Through our programmes in road safety engineering, education, enforcement, emergency response, capacity building and technology, we will continue to work with governments, industry, academia and civil society to advance the Safe System approach.

I thank all our members, partners and well-wishers for their continued support. The road ahead is demanding, but the opportunity to save lives and create safer mobility for every road user is an enduring responsibility—and one that we must pursue together.

Let us continue to transform commitment into action and action into safer roads.



Dr. Anil Kumar Gaikwad

President, IRF India Chapter

Dear Members and Readers,

It is a matter of great honour and responsibility for me to assume the leadership of the International Road Federation – India Chapter (IRF-IC) as its President. I sincerely thank the Governing Council and members of the Federation for placing their trust in me and giving me the opportunity to contribute to an organisation that has consistently worked towards making India's roads safer, more efficient and more sustainable.

I take over at a time when the road safety agenda in India is gaining greater momentum, but the scale of the challenge remains immense. Every road crash represents not merely a statistic, but a life affected, a family disrupted and a community impacted. Our collective responsibility, therefore, is to move beyond awareness and isolated interventions towards measurable, systemic and sustained improvements in road safety.

IRF-IC has built a strong platform through its **5E Program encompassing Engineering of Roads, Engineering of Vehicles and Policy Corrections, Education and Mass Awareness, Enforcement, and Emergency Care**, bringing together government agencies, infrastructure professionals, academia, industry and civil society. Going forward, we must further strengthen these partnerships and translate knowledge and innovation into action on the ground.

Our focus will be to continue promoting the Safe System approach, encouraging safer road and vehicle design, strengthening capacity among road-owning and enforcement agencies, advancing technology-led solutions and expanding road safety education and first-responder initiatives. Equally important will be our continued efforts to create safer school zones and empower young people to become ambassadors of responsible road behaviour.

I believe that IRF-IC's greatest strength lies in its ability to bring diverse stakeholders together around a common objective. I would like to see the Federation become an even **stronger platform for knowledge exchange, professional capacity building, evidence-based advocacy and implementation of scalable road safety solutions across the country**.

I invite our members, partners, government agencies, academia, industry and the wider road safety community to work with us in this journey. The task ahead is challenging, but with collective commitment, innovation and sustained action, we can make a meaningful difference.

Let us work together towards a future where every journey is safer, every road user is valued, and no life is lost because a road was designed, managed or used unsafely.

Change in Leadership – IRF-IC Governing Council and General Body Meetings

The Governing Council and General Body Meetings of IRF IC was held on **9th May 2026** to review the Federation's performance, vet the audited statement of accounts for the year ending at March 31, 2025. On this occasion, there was a change in the Leadership.

Dr. Anilkumar Gaikwad, Managing Director and CEO of Maharashtra State Road Development Corporation and a valued member of IRF-IC, formally assumed charge as President of the organization. A distinguished infrastructure and road development professional, Dr. Gaikwad brings extensive experience in planning and delivering transformative transportation projects. His leadership is expected to further strengthen IRF-IC's mission to advance safer roads, sustainable mobility and institutional capacity building across India.

Under Dr. Gaikwad's stewardship, IRF-IC will strive to advance its flagship initiatives based on the 5Es of the Safe Road System:

- **Engineering of Roads**
- **Engineering of Vehicles and Policy Corrections**
- **Education**
- **Enforcement**
- **Emergency Care**

These initiatives include the National Road Safety Mission for Schools, featuring the School Zone Safety Programme and Digital Road Safety Education Programme.

Dr. Gaikwad will also play a pivotal role in strengthening the Federation's membership base and enhancing its work in advocacy, consulting, policy support and environmentally responsible infrastructure development through innovative tools such as the Green House Calculator.

The Governing Council and members of IRF-IC expressed their sincere gratitude to Mr. Akhilesh Srivastava for his dynamic leadership and outstanding contributions during his tenure as President. Under his stewardship, IRF-IC significantly expanded its outreach and impact through pioneering initiatives in road safety, school zone safety, emergency care and sustainable mobility.

We warmly welcome Dr. Gaikwad to this important leadership role and look forward to his guidance in accelerating our shared vision of safer roads and smarter mobility for all.



IRF-IC Event Section

1. IRF Successfully Concludes the 3rd Batch of International Registry for Road Safety Auditors

The **International Road Federation – India Chapter (IRF-IC)** successfully concluded the **3rd Batch of the International Registry for Road Safety Auditors**, a 10-day internationally certified program held from **20–31 July 2026** at **CSIR–Central Road Research Institute (CRRI), New Delhi**.

The program was designed to strengthen professional capacity in **road safety auditing and road infrastructure safety**, with a strong emphasis on international best practices, systematic safety assessment, and practical application. It brought together professionals from **NHAI, CSIR-CRRI, highway operators, consultants, infrastructure companies, and the road safety sector from across India**.

The training program combined **classroom-based theoretical sessions, case studies, practical field assessments, and evaluations**, enabling participants to develop a comprehensive understanding of road safety audit principles and their application across different stages of road development and operation.

The program culminated in a **Valedictory Ceremony**, attended by **Mr. K.K. Kapila, President Emeritus, International Road Federation**; **Dr. C. Ravi Sekhar, Director, CSIR-CRRI**; **Dr. K. Ravinder, Senior Scientist, CSIR-CRRI**; **Ing. Miguel-Angel Serrano Santos, Road Safety Expert**; **Ms. Aruna Shankari, COO, IRF-IC**; **Mr. Jasvinder Duhan, Program Manager** & **Mr. Saurav Seharawat, Asst. Program Manager, IRF-India Chapter**. Certificates were awarded to the participants following their successful completion of the prescribed theoretical and practical assessments.

A notable achievement of this batch was the **100% certification success**, with every participant fulfilling the rigorous program requirements. The outcome reflects the participants' strong commitment, professional discipline, and dedication to advancing road safety practices.



The program also benefited from the international expertise of **Eur Ing. Miguel-Angel Serrano Santos**, who provided valuable technical knowledge and global perspectives on road safety auditing, supporting participants in understanding internationally recognized approaches and practices.

The successful completion of the program marks another important milestone in IRF-IC's continued efforts to **develop a skilled professional network of road safety auditors and strengthen institutional capacity for safer road infrastructure in India**. The collaboration with CSIR-CRRI further reinforces the importance of knowledge exchange, professional training, and industry–institution partnerships in advancing India's road safety agenda.

IRF-IC extends its appreciation to **CSIR-CRRI for its valuable support and cooperation, Eur Ing. Miguel-Angel Serrano Santos** for his expertise, and all participating professionals for their commitment and active engagement.

Through continued capacity building and the adoption of global road safety practices, IRF-IC remains committed to supporting the development of **safer, more resilient, and better-designed roads across India**, contributing towards the broader vision of **Safer Roads for All**.



2. First Responder Training Programs at IDTRs

Empowering People to Respond When Every Minute Matters

THE FIRST PERSON AT AN ACCIDENT SCENE MAY NOT HAVE MEDICAL EQUIPMENT — BUT THEY CAN HAVE THE KNOWLEDGE TO RESPOND.

INTRODUCTION

In a road accident or emergency, professional medical help may take time to reach the scene. During this critical period, the actions taken by the people already present at the scene can make an important difference.

A common thought at an accident scene is: “We did not have the right equipment. Otherwise, we could have helped.”

Specialised medical equipment is important, but many useful resources may already be available around us. What matters is knowing what can be used appropriately, how it can be used safely, and when it should not be used.

A suitable cloth or other material may help with bleeding control. A firm object such as a brick, when used appropriately and safely, may help provide external support to limit unnecessary head movement in a suspected neck injury. A strong, stable wooden board from a nearby shop may, in certain circumstances, provide temporary support when a proper spine board is unavailable.

The objective is not to replace medical equipment. The objective is to know how to respond safely when medical equipment is not immediately available.

Pre-Hospital Care training provides people with the knowledge, practical skills and confidence required to take the right first step during an emergency.

THE FIRST MINUTES MATTER

The first few minutes following a serious accident can be critical. Until an ambulance or trained medical team arrives, an injured person may depend on the people already at the scene.

CPR — CARDIOPULMONARY RESUSCITATION

In a cardiac arrest or when a person is unresponsive and not breathing normally, immediate CPR can be critical. Training helps a First Responder to recognise a life-threatening emergency, call for emergency medical assistance, begin CPR appropriately and continue support until professional help arrives.

You may not have a hospital or advanced medical equipment at the roadside — but knowing CPR can help you take immediate action.

BLEEDING CONTROL

Severe bleeding can become life-threatening very quickly. At an accident scene, a First Responder may have only the resources available nearby. Training covers recognition of severe bleeding, personal protection, appropriate direct pressure, suitable available materials and when advanced bleeding-control techniques may be appropriate.

PRACTICAL TRAINING — VISUAL GUIDE



01 • BLEEDING CONTROL

Recognition, protection and appropriate



02 • SPINE BOARD

Safe handling and movement when appropriate pressure



03 • CERVICAL COLLAR

Minimise unnecessary movement in suspected neck injury



04 • FULL BODY MANNEQUIN

We use state-of-the-art full-body mannequins during training to provide realistic, hands-on learning

THE RIGHT KNOWLEDGE

THE RIGHT SKILLS

THE RIGHT RESPONSE

SCENE MANAGEMENT

WHEN THERE IS NO CERVICAL COLLAR

A suspected neck or spinal injury requires careful handling. People may think: “We do not have a cervical collar, so there is nothing we can do.” A trained First Responder can instead learn how to minimise unnecessary movement and provide appropriate external support using suitable, stable resources available at the scene, when appropriate.

STANDARD EQUIPMENT	EXAMPLE OF AN AVAILABLE RESOURCE
Cervical collar	Firm brick used as an external support only when appropriate and under trained guidance

The purpose is to limit unnecessary movement — not to create a makeshift collar.

Important: a brick is not a substitute for a cervical collar in all situations. Its use must be based on trained technique, scene safety and the individual circumstances. The purpose is to illustrate the principle of using an appropriate firm support to minimise movement — not to encourage untrained improvisation.

WHEN THERE IS NO SPINE BOARD

A proper spine board may not always be available at an accident location. A trained First Responder can learn safe patient-handling and movement techniques and understand how suitable local resources may be used when appropriate. For example, a strong, stable wooden board available at a nearby tea stall or shop may potentially provide temporary support in certain circumstances. Techniques such as the Log Roll are also taught to help minimise unnecessary movement while handling an injured person.

Training helps you understand not only what can be used — but also what should NOT be done.

MAKING THE MOST OF WHAT IS AROUND YOU

The purpose of Pre-Hospital Care training is not to encourage unsafe improvisation. It is to develop situational awareness, practical skills and sound decision-making.

CLEAN CLOTH	May be used appropriately as a dressing or pressure material for bleeding control.
BRICK / WATER BOTTLE/ SHOES	A suitable firm object may, in appropriate circumstances and under trained guidance, help provide external support to minimise unnecessary head movement.
WOODEN BOARD	A strong, stable board may potentially provide temporary support when a proper spine board is unavailable, depending on the situation and safety considerations.

OUR TRAINING PROGRAM

We provide a structured training programme focused on Pre-Hospital Trauma Care and First Responder skills. The curriculum focuses on practical techniques that can help participants respond appropriately during road accidents and other trauma emergencies until professional medical assistance becomes available.

The training program is conducted in collaboration with IDTR and Maruti Suzuki, with the objective of creating greater awareness and developing a network of trained First Responders.

KEY TRAINING MODULES

Basic Life Support (BLS) Fundamentals of responding to a life-threatening emergency.	CPR Essential steps of CPR and immediate response to cardiac arrest.
Helmet Removal Technique Appropriate technique for helmet removal when required in an injured two-wheeler rider.	Log Roll Technique Safe movement/repositioning while considering possible spinal injury.
Bleeding Control Recognition and management of severe bleeding with personal safety.	Splinting & Fracture Management Appropriate support for suspected fractures until professional care is available.
Mass Casualty Management & Triage Principles of assessment and prioritisation when multiple people are injured.	Amputation Management Essential first-response principles while awaiting professional medical assistance.

TRAINING REACH

Through training initiatives conducted in collaboration with IDTR and Maruti Suzuki, we train 12,000+ people every year across multiple locations.

TRAINING LOCATIONS

- IDTR Wazirabad, Delhi
- IDTR Sarai Kale Khan, Delhi
- IDTR Bahadurgarh, Haryana
- IDTR Rohtak, Haryana
- IDTR Raipur, Chhattisgarh
- IDTR Bihar
- IDTR Dehradun

The objective is to take practical Pre-Hospital Care knowledge to people who use the roads every day and help create a stronger culture of responsible first response.

WHO CAN BE A FIRST RESPONDER?

A First Responder does not have to be a doctor or medical professional. A First Responder can be a driver, two-wheeler rider, passenger, pedestrian, bystander or any responsible road user.

An accident can happen anywhere. The first person reaching the scene may be an ordinary road user. What makes the difference is preparation.

FROM HELPLESSNESS TO ACTION

At an accident scene, the biggest challenge is often not the complete absence of resources. It is uncertainty about what to do with the resources available.

A person may see a bleeding victim and not know how to respond. A person may see a suspected spinal injury and be afraid to help. A person may want to perform CPR but not know how.

Pre-Hospital Care training provides a practical answer: learn how to protect yourself, assess the situation, control severe bleeding, perform CPR, minimise unnecessary movement, use appropriate available resources when specialised equipment is not immediately accessible, and understand when to act and when not to act.



BECOME A FIRST RESPONDER

Learn the skills. Respond safely. Make a difference.

3. Making School Zones Safer: IRF-IC & Hero MotoCorp Take Action in Delhi

Every child deserves a safe journey to school

With this vision, the **International Road Federation – India Chapter (IRF-IC)**, supported by **Hero MotoCorp**, undertook a comprehensive **School Zone Safety Programme in Delhi**, focusing on making school surroundings safer, more accessible and child-friendly.

The programme covered four schools across Delhi:

- **Govt. Co-Education Senior Secondary School, Sector 22, Dwarka**
- **Prudence School, Sector 22, Dwarka**
- **M. L. Khanna DAV Public School, Sector 6, Dwarka**
- **Mount Carmel School, Anand Niketan**

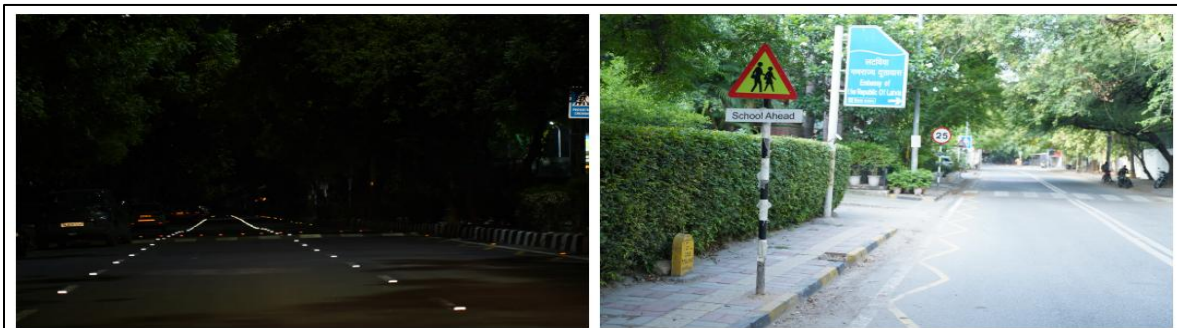
Detailed School Zone Safety Audits were conducted in accordance with **IRC: SP:32–2023 Guidelines for Road Safety in School Zones**, assessing pedestrian infrastructure, traffic movement, speed management, road geometry, signage, parking and road-user behaviour.

From Audit to Action

The assessment identified several critical safety concerns, including **inadequate pedestrian crossings and footpaths, missing school-zone signage and markings, speeding, unorganized pick-up and drop-off, unauthorized parking, encroachments and unsafe pedestrian movements.**

Moving beyond identifying risks, IRF-IC supported **on-ground implementation of practical safety interventions**, including:

- Pedestrian crossings
- School-zone and speed-limit signage
- Transverse bar and speed-reduction markings
- Pavement markings and reflective road studs
- Improved road delineation
- Measures to regulate roadside parking and traffic movement





The initiative demonstrates **how technical expertise, industry support and stakeholder collaboration can translate road safety recommendations into visible action on the ground.**

Building Safer Routes for Every Child

The **IRF-IC-Hero MotoCorp partnership** reinforces a shared commitment to creating safer school environments and promoting child-friendly mobility.

Because school safety doesn't begin at the school gate—it begins on the road that leads to it.

Safer School Zones. Safer Journeys. Safer Futures.

4. Turning Road Safety Risks into Action on NH-16

IRF-IC is strengthening its integrated approach to road safety on the Tatapudi–Kovur stretch of NH-16, Andhra Pradesh.

As approached by our esteemed member, Interise Projects Management Pvt. Ltd., a highway operator responsible for the operation and maintenance of road infrastructure, IRF-IC undertook a comprehensive road safety assessment from 15th to 18th July 2026.

The assignment included a Road Safety & Blackspot Audit of 29 critical locations, with the objective of identifying safety deficiencies and recommending redesign and engineering measures to make these locations safer for all road users.

Recognising the heightened vulnerability of children around schools, IRF-IC also conducted School Zone Safety Audits at 5 schools, recommending targeted measures including safer pedestrian movement, crossings, traffic calming, signage, markings and access management.

Going beyond infrastructure, IRF-IC extended its Road Safety Education programme to 13 schools located within 2 km belt on either side of the highway stretch, helping create awareness among students about safe road use, responsible behaviour and the importance of becoming safety-conscious road users.

This multi-dimensional intervention brings together Engineering, Education and Community Awareness—addressing road safety not only after crashes occur, but by proactively identifying and mitigating risks.



5. Empowering Women Police Personnel through Traffic Management Training at Tirupati

The International Road Federation – India Chapter (IRF-IC) conducted a specialised **Traffic Management Training Programme for women police personnel at Tirupati on 14th July 2026**, aimed at strengthening their knowledge, skills and confidence in managing traffic and responding effectively to road crashes and emergencies. This training was facilitated by Hero MotoCorp under their CSR.

The training covered key domains of **traffic management, roles and responsibilities of enforcement personnel, legal instruments governing road traffic, codes and standards for traffic control devices, driving regulations and common traffic violations, technology in the traffic environment, road crash response and emergency care.**

The programme brought together an experienced faculty comprising **Mr. Naresh Raghavan, Founder, Top Driver Education LLP; Mr. Jasvinder Duhan, Program Manager, IRF-IC; Mr. Atul Sangwan, Senior Team Leader, Trauma Team, IRF-IC; and Mr. Harsh Parekh, Senior Associate, Trauma Team, IRF-IC.**

Mr. Jasvinder Duhan introduced the participants to the various domains of traffic management and the legal framework governing road traffic. **Mr. Naresh Raghavan provided an intensive overview of nearly 60 essential road rules**, drawing upon the Central Motor Vehicles Rules (CMVR), 1989 and Motor Vehicle Driving Regulations (MVD Regulations), 2017. The sessions incorporated around **120 carefully curated videos**, making the learning interactive and helping participants understand traffic rules and their practical application more effectively.

A key component of the programme was **defensive driving**, with emphasis on safe driving practices that can help women police personnel remain safe while travelling and discharging their duties on the road. The session focused not merely on compliance with traffic rules, but on developing a proactive and risk-aware approach to road use.

The training also included a practical component on **road crash response and emergency care**. Participants received hands-on training in **Cardiopulmonary Resuscitation (CPR) using a full-body mannequin**, enabling them to practise essential life-saving techniques in an emergency situation.

The programme highlighted the importance of equipping women police personnel with both **technical knowledge and practical skills** to manage traffic more effectively, drive defensively and respond confidently during road emergencies. Through such capacity-building initiatives, IRF-IC continues to contribute to creating safer roads and strengthening the road safety ecosystem at the frontline.



6. Lecture on "Low-Cost, High-Impact Road Safety Improvements for Cities"

23rd July 2026

Venue: Seminar Hall 2 & 3, India International Centre, New Delhi-110003

The International Road Federation (IRF) India Chapter organized the second lecture of its Lecture Series 3.0 on "Low-Cost, High-Impact Road Safety Improvements for Cities," sponsored by Maruti Suzuki, bringing together experts from government, academia, industry, and the urban mobility sector to discuss practical, scalable, and affordable solutions for improving road safety in Indian cities.

The programme began with a Welcome Address by Mr. K.K. Kapila, President Emeritus, IRF and Founder-President, IRF India Chapter, followed by the Moderator's Opening Remarks by Mr. Akhilesh Srivastava. The lecture featured expert presentations by Prof. Geetam Tiwari, Mr. Jitendra Kaushik, Ms. Aswathy Dilip, and Mr. Jasvinder Duhan, who highlighted the Safe System (Vision Zero) approach, safer street design, smart technologies, and low-cost engineering interventions such as traffic calming, safer crossings, improved markings, lighting, and school zone safety to reduce road crashes and protect vulnerable road users.

The discussions emphasized that achieving safer cities does not always require large-scale infrastructure investments. Instead, evidence-based, low-cost engineering measures such as traffic calming, safer intersections, raised pedestrian crossings, improved road markings, enhanced

lighting, and better school zone infrastructure can significantly reduce crashes and fatalities. The session also highlighted the importance of adopting the Safe System (Vision Zero) Approach, which recognizes that road systems should be designed to accommodate human error while protecting all road users, particularly pedestrians, cyclists, and children.



The role of Artificial Intelligence (AI), Intelligent Transport Systems (ITS), and data-driven technologies in strengthening traffic management, emergency response, and enforcement was a major focus of the discussions. Innovative solutions for ambulance priority, smart traffic signal management, and AI-enabled monitoring demonstrated how technology can improve road safety outcomes with minimal additional infrastructure investment.

The programme also highlighted the need for people-centric street design, advocating for continuous footpaths, protected cycling infrastructure, safer pedestrian crossings, reduced vehicle speeds, and healthier urban streets that prioritize vulnerable road users. Special emphasis was placed on School Zone Safety, showcasing how simple engineering interventions combined with stakeholder collaboration can create safer environments for children and significantly reduce crash risks around schools.



Key Insights from the Discussion

- **Low-cost engineering measures** can deliver significant improvements in urban road safety.
- **Safe System (Vision Zero) principles** should guide the design of safer urban streets.
- **AI and ITS technologies** enhance traffic management, emergency response, and enforcement.
- **People-centric Street design** is essential to protect pedestrians, cyclists, and other vulnerable road users.
- **School Zone Safety** requires integrated engineering, enforcement, education, and community participation.
- **Data-driven planning and inter-agency collaboration** are critical for achieving sustainable road safety outcomes.

The session concluded with a strong consensus that Vision Zero can be achieved through a combination of low-cost engineering interventions, intelligent technologies, effective enforcement, data-driven planning, and collaborative action among government agencies, urban planners, industry, educational institutions, and local communities. The organisers also acknowledged the valuable support of Maruti Suzuki, whose sponsorship reinforced the shared commitment to advancing safer and more sustainable urban mobility in India.

For more details: https://indiairf.com/irf_india_events/lecture-series-3-0-2nd-lecture-on-the-subject-low-cost-high-impact-road-safety-improvements-for-cities/

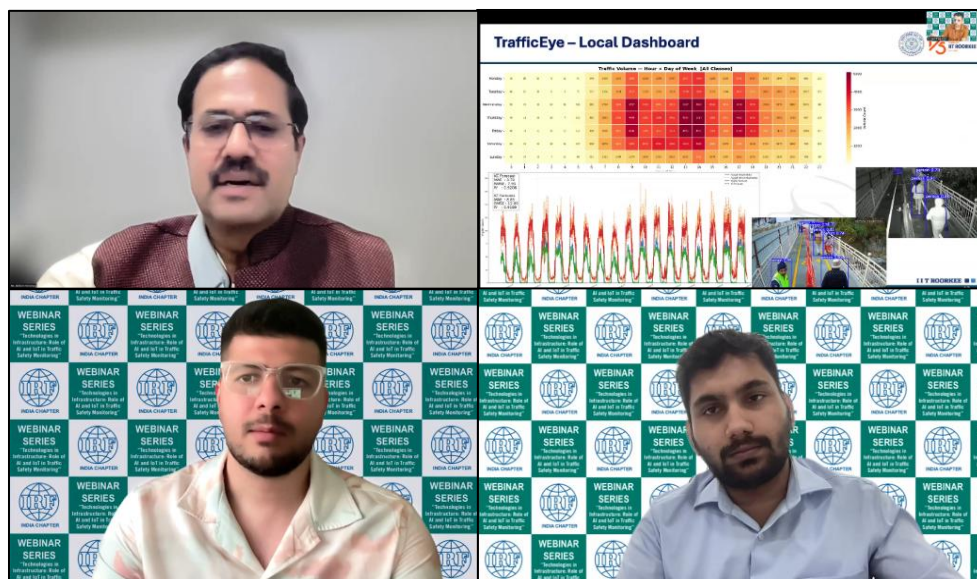
7. Webinar on “Technologies in Infrastructure: Role of AI and IoT in Traffic Safety Monitoring”

2nd July 2026 from 16:00 – 17:30 Hrs.

The International Road Federation India Chapter (IRF-IC) organised a webinar on **2nd July 2026** bringing together experts from the road safety, technology, infrastructure, and academic sectors to examine the potential of **Artificial Intelligence (AI), Internet of Things (IoT), and Intelligent Transport Systems (ITS)** in addressing India's road safety challenges. The webinar featured presentations by **Mr. Rahul Mehra, Co-Founder, Roadcast Tech Solutions; Mr. Hardik Dave, Founder & CEO, Roadvision AI; Prof. Amit Agarwal, Associate Professor, Department of Civil Engineering, IIT Roorkee; and Mr. Amarjeet Dangi, Founder & CEO, Clavrit**. The discussion emphasized the urgent need to move beyond traditional, reactive approaches and adopt technology-driven solutions that can identify risks, support timely interventions, and prevent crashes before they occur.

Mr. Akhilesh Srivastava, Advisor, IRF India Chapter and Moderator of the webinar, highlighted how technology-enabled interventions are already showing positive results on Indian roads. The speakers discussed applications ranging from **AI-based traffic management, adaptive signals, and intelligent enforcement to driver behaviour monitoring, predictive vehicle maintenance, automated road infrastructure inspections, and advanced safety systems for two-wheelers**.

A key theme emerging from the discussion was the importance of developing **affordable, indigenous, scalable, and integrated technology solutions** suited to India's diverse traffic and infrastructure conditions. The experts also stressed that technology should complement existing systems and institutions while addressing challenges related to implementation, data integration, privacy, interoperability, affordability, and policy support.



Key Insights from the Discussion

- **AI and IoT are enabling predictive road safety**, shifting traffic management from reactive response to proactive risk prevention.

- **AI-driven driver monitoring** can reduce crashes by detecting fatigue, distraction, and unsafe driving behaviours in real time.
- **Automated road infrastructure inspections** support timely maintenance, improve asset management, and enhance road safety.
- **Cost-effective indigenous AI solutions** are critical for scalable deployment across India's diverse traffic environment.
- **Citizen-powered digital enforcement** can complement CCTV networks and strengthen traffic law compliance.
- **Integrated AI-based traffic management systems** improve mobility, enforcement, and emergency response through data-driven decision-making.
- **Policy support, standardization, and multi-stakeholder collaboration** are essential for the successful adoption of AI and IoT in road safety.

The discussion reinforced that **AI and IoT can play a transformative role** in improving road safety in India. Their effective adoption can enable earlier risk detection, smarter enforcement, safer infrastructure and better decision-making. Collaboration among government, industry, academia and technology providers will be essential to translate these innovations into scalable and sustainable road safety solutions. A key theme emerging from the discussion was the importance of developing **affordable, indigenous, scalable, and integrated technology solutions** suited to India's diverse traffic and infrastructure conditions. The experts also stressed that technology should complement existing systems and institutions while addressing challenges related to implementation, data integration, privacy, interoperability, affordability, and policy support.

For more details: https://indiairf.com/irf_india_events/irf-ics-webinar-on-the-subject-technologies-in-infrastructure-role-of-ai-and-iot-in-traffic-safety-monitoring/

8. A Transformational Step Towards Saving Lives on Indian Roads

Every second counts in a medical emergency.

The Government of India has taken an important step towards strengthening emergency medical response on Indian roads by proposing draft amendments to the **Central Motor Vehicles Rules, 1989**, to establish a regulatory framework for **Two-Wheeled Road Ambulances**.

The proposed framework seeks to introduce standardized requirements for two-wheeler ambulances, including **vehicle fitness, emergency warning lights, patient stretcher systems, restraint mechanisms, fire extinguishers, and compliance with AIS:209 standards**. The initiative has the potential to create a safer, more structured, and standardized ecosystem for the deployment of two-wheeler ambulances across India.



For a country where traffic congestion, narrow roads, difficult terrain, and remote settlements can significantly delay conventional ambulances, two-wheeler ambulances offer a practical and innovative solution. Their compact size and manoeuvrability can enable emergency responders to reach crash victims more quickly, particularly in congested urban areas and locations that are difficult for larger emergency vehicles to access.

At the **International Road Federation – India Chapter (IRF-IC)**, the importance of innovative, low-cost, and high-impact emergency response solutions has been consistently emphasized. Faster access to trauma care is critical during the **Golden Hour**, when timely medical intervention can significantly influence outcomes following a serious road crash.

Two-wheeler ambulances can play an important complementary role by:

- **Reaching crash victims faster** through congested traffic.
- **Improving accessibility** in narrow streets, densely populated areas, and rural settlements.
- **Strengthening Golden Hour response** through faster first response and pre-hospital care.
- **Complementing conventional ambulance services** by providing rapid first-response capability.
- **Supporting improved trauma outcomes** through timely medical assistance at the crash site.

Importantly, two-wheeler ambulances are not intended to replace conventional ambulance services. Rather, they can serve as a **rapid-response layer within the wider emergency medical transport network**, helping bridge the critical gap between the occurrence of a crash and the arrival of advanced medical support.

The proposed regulatory framework also represents an important move towards **standardization and safety**. Clear technical and operational requirements can help ensure that two-wheeler ambulances are appropriately equipped, safely operated, and integrated into India's broader emergency response system.

Successful implementation will require coordinated efforts among **policymakers, emergency medical**

healthcare providers, traffic authorities, vehicle manufacturers, technology companies, and road safety organizations. Training of first responders, integration with emergency communication systems, operational protocols, and appropriate deployment strategies will also be important to maximize the impact of this initiative.

The proposed framework marks a promising step towards making emergency medical response **faster, safer, smarter, and more accessible**. With effective implementation and continued innovation, two-wheeler ambulances can become an important component of India's road crash response ecosystem and help ensure that distance, congestion, or difficult access does not become a barrier to timely medical care.





Article - 1

YOUTH CAN LEAD

Adarsa Kumar G. Nair
Director, SiRST

SiRST MUN 2026 – Where a Global Road Safety Movement Began

"If we really want safer roads, we must trust our youth. They are not only the future—they can make a difference today."

Every day, thousands of people lose their lives on roads around the world. Governments, experts and organisations are working hard to reduce these tragedies. But one important question remained in our minds.

Have we truly involved our youth?

At the **SCMS Institute for Road Safety and Transportation (SiRST)**, we believe that young people are one of the greatest strengths available to society. They have ideas, energy and a willingness to serve. When they are guided in the right direction, they can become a powerful force for saving lives. This belief is the foundation of SiRST.

Established by the **SCMS Group of Educational Institutions**, SiRST was created with a simple vision—to **utilise academic excellence to save lives**.

During the past three years, this vision has slowly become a reality. We have seen students step out of classrooms, observe real-life challenges, think differently, work together and contribute in meaningful ways. Their enthusiasm has convinced us that educational institutions have a much larger role to play in road safety.

But this is only the beginning.

A Bigger Dream

Our next dream is called the **Academia for Saving Lives (ASL)**.

ASL is a global platform that brings together educational institutions, students, researchers, governments, professionals and organisations with one common purpose—to save lives on our roads.

More than a network, it is a platform that believes in the power of young people. It creates opportunities for students to learn, think, innovate and contribute alongside experts and communities.



The **SCMS Institute for Road Safety and Transportation (SiRST)** will serve as the Secretariat of ASL, while the **IRF India Chapter** and the **Bharat Association for Road Safety (BARS)** will provide leadership and support to this growing movement.

The official launch of ASL is planned during the **International Conference on Technology-Enabled Road Safety Strategies for Developing Countries** in the last week of October 2026.

A Conference with a Difference

Most conferences begin when delegates arrive.

We wanted ours to begin much earlier.

We wanted the first voice to be that of **students**.

We wanted to hear **young minds** before hearing experts.

That is why the conference has been designed as a journey in **four stages**.

- **Stage One – SiRST MUN 2026**
- **Stage Two – Student Road Safety Hackathon**
- **Stage Three – Community Voice Platform**
- **Stage Four – International Conference**

Each stage will contribute ideas and experiences that will shape the final conference discussions.

The Journey Begins with SiRST MUN 2026

The first stage was held on **19 July 2026**.

It was **SiRST MUN 2026**—perhaps the **first Model United Nations in the world dedicated entirely to road safety**.

Students represented different countries and international organisations. They prepared themselves like real diplomats. They studied global road safety challenges, understood different national perspectives and debated possible solutions.

The discussions were lively, thoughtful and inspiring.

Students questioned one another, defended their ideas, negotiated and finally worked together to develop common recommendations.

For many of them, it was much more than a Model United Nations.

It was their first opportunity to think deeply about saving lives.

Young Minds, Big Ideas

The discussions covered many important road safety issues.

Students spoke about protecting pedestrians and children.

They discussed safer roads and safer vehicles.

They explored the role of technology and artificial intelligence.

They highlighted the importance of emergency medical care.

They discussed stronger international cooperation and the need for countries to learn from one another.

Most importantly, they recognised that road safety is not the responsibility of one department alone.

It is a shared responsibility of governments, professionals, educational institutions, industry, communities and citizens.

The ideas presented by the students reflected maturity, compassion and a genuine desire to make a difference.

This Is Only the First Step

The recommendations emerging from SiRST MUN will not end with the event.

They will inspire the next stage—the **Student Road Safety Hackathon**, where young innovators will work on practical ideas.

The journey will then continue through the **Community Voice Platform**, where everyday road users will share their experiences, challenges and expectations.

Finally, all these ideas will come together during the International Conference, creating discussions that are informed not only by experts but also by students and communities.

A Movement Begins

For us, SiRST MUN 2026 was not just another student event.

- It was the beginning of a new way of thinking.
- It showed that young people are ready to accept responsibility when they are given the opportunity.
- It showed that educational institutions can become powerful partners in creating safer roads.
- Most importantly, it showed that the journey towards safer roads should begin with young minds.

An Invitation

The students of the SCMS Group of Educational Institutions have taken the first step.

We now invite educational institutions across India and around the world to join this journey through the **Academia for Saving Lives (ASL)**.

Together, we can learn from one another.

Together, we can inspire young minds.

Together, we can create new ideas.

Together, we can build a future where road safety becomes a shared responsibility.

Because every life matters.

And when youth lead with knowledge, purpose and compassion, they do not just imagine a safer world—

They help build one. *"The journey has begun. Let us walk together... and save lives."*



Article - 2

The Fifth Pillar of Road Safety: Building India's Digital Emergency Connectivity Framework

Joshua Dsouza

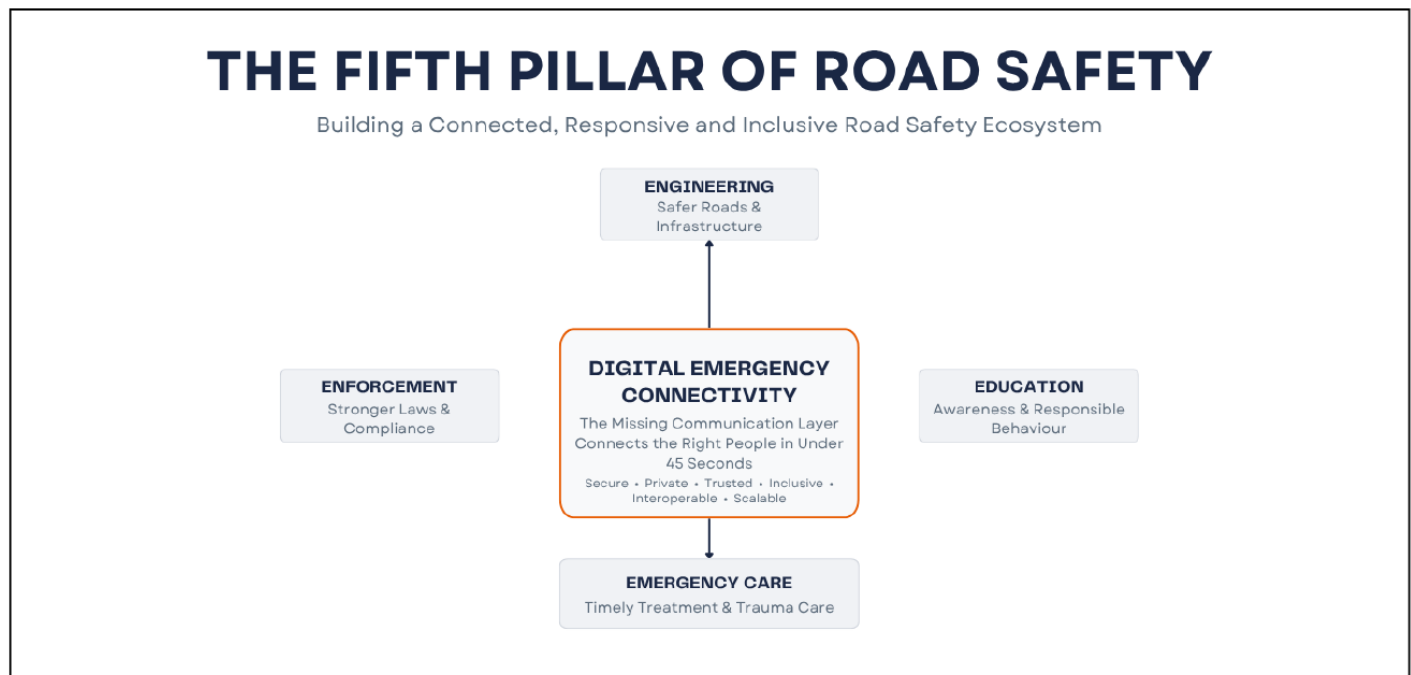
Road Safety Innovator, Founder, Pointible Technologies Pvt. Ltd.

For decades, road safety has been built on four universally accepted pillars — **Engineering, Enforcement, Education, and Emergency Care**. Together, these have transformed infrastructure, legislation, vehicle safety, and trauma care, saving countless lives.

Yet one critical gap still exists.

Imagine a road accident where a passer-by wants to help but cannot identify the victim or contact his/her family. The victim's phone is locked, emergency contacts are inaccessible, and valuable minutes are lost simply trying to establish communication. In many emergencies, the first challenge is not medical treatment - it is connecting the right people at the right time.

As India continues to modernise its transport ecosystem, perhaps it is time to recognise a **Fifth Pillar of Road Safety — Digital Emergency Connectivity**.



Digital Emergency Connectivity is a secure, privacy-first communication layer that enables citizens, Good Samaritans, emergency contacts, first responders, and authorities to connect within **45 seconds**, ensuring help reaches the right people without compromising personal privacy.

Connecting People Before Systems

Emergency response begins long before an ambulance arrives.

The first responder is often an ordinary citizen. While India's Good Samaritan framework has removed many legal barriers to helping accident victims, though practical challenges remain. Who should be contacted? How can the location be shared accurately? How can assistance be coordinated without accessing someone's private phone or exposing personal information?

Digital Emergency Connectivity bridges this communication gap by enabling secure, verified communication between Good Samaritans, emergency contacts, emergency responders, and relevant authorities. Live location, incident updates, photographs, and other essential information can be shared securely while keeping personal phone numbers protected.

The objective is not merely faster communication - it is **trusted communication**.

Building Safety into Everyday Life

One of the greatest strengths of Digital Emergency Connectivity is that it does not require people to adopt new devices or significantly change their behaviour. Instead, it can be integrated into the physical and digital touchpoints that citizens already use every day.

Identity cards, luggage tags, employee badges, school bags, helmets, wearable key-chains, and **vehicle identifiers** can serve a dual purpose. In everyday situations, they can help recover lost items for their rightful owners. During an emergency, the same touchpoints can securely connect Good Samaritans with emergency contacts and responders. **In the case of road accidents, the vehicle registration number itself can become a trusted digital identifier. Unlike a mobile phone, which may be locked, damaged, or inaccessible after a crash, a vehicle's registration number often remains visible, providing a practical and resilient means of initiating emergency communication.**

The concept extends equally into the digital world. Navigation platforms, educational institutions, transport operators, tourism applications, public service portals, and government websites can incorporate a simple **"Report an Incident"** capability. Rather than each organisation developing its own emergency response mechanism, these digital touchpoints can securely route authenticated incident information through a common Digital Emergency Connectivity layer, supported by verification mechanisms, audit logs, and safeguards against misuse. This enables faster notifications, accurate location sharing, and coordinated response across relevant agencies.

By connecting both physical and digital touchpoints through a trusted, interoperable framework, emergency assistance becomes more accessible, inclusive, and effective.

Privacy, Trust and Accountability

Public trust is essential for any national digital initiative.

Digital Emergency Connectivity must therefore be built around **Privacy by Design**, ensuring that only the minimum information necessary to coordinate assistance is shared. Personal contact details remain protected, communication is encrypted, and users retain control over their information.

Equally important, that every emergency interaction should generate a secure audit trail with appropriate authentication, timestamps, and role-based access controls. These measures create accountability, deter misuse, support post-incident review, and strengthen public confidence in the system.

An **Indian-patented Automated Emergency Contacts Calling Service** demonstrates how privacy-preserving communication can enable Good Samaritans for reaching out to emergency contacts in under **45 seconds** without exposing personal information. It illustrates how indigenous innovation can strengthen emergency response while remaining aligned with the principles of the **Digital Personal Data Protection Act, 2023**.

Trust is built not only through privacy, but also through accountability.

Empowering Citizens Through Connected Infrastructure

India has already demonstrated global leadership in building Digital Public Infrastructure through Aadhaar, UPI, FASTag, DigiLocker, DigiYatra and other citizen-centric platforms.

Digital Emergency Connectivity represents the next logical step.

Just as **UPI unified digital payments across thousands of banks and applications**, Digital Emergency Connectivity can provide a common communication layer across thousands of public and private services. Schools, transport operators, map providers, tourism platforms, hospitals, insurers, roadside assistance providers, and government agencies can all contribute through one trusted, interoperable framework instead of creating isolated solutions.

Beyond enabling faster emergency communication, anonymised and aggregated incident data can help identify accident hotspots, improve emergency response times, optimise deployment of resources, and support evidence-based policymaking through Artificial Intelligence and advanced analytics.

The objective is not surveillance - it is safer roads through better coordination and informed decision-making.

A New Vision for Road Safety

- Engineering will continue to build safer roads.
- Enforcement will continue to improve compliance.
- Education will continue to encourage responsible behaviour.
- Emergency Care will continue to save lives after a crash.

But before any of these systems can work effectively, communication must first be established.

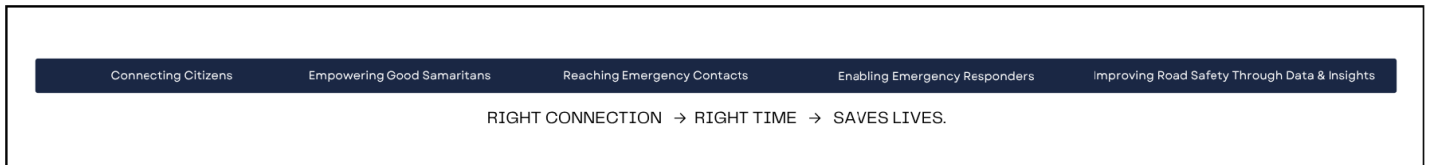
The Fifth Pillar of Road Safety is therefore not simply another technology initiative - it is a vision for a connected public safety ecosystem where technology empowers citizens, strengthens Good Samaritan participation, protects privacy, and ensures that help can be reached quickly, securely, and with dignity.



Whether someone is travelling on a highway, commuting to work, studying in a school, visiting a tourist destination, or simply carrying any everyday personal belongings, access to emergency communication should never depend on geography, economic background, or the technology they own.

Road safety should be inclusive. Access to emergency communication should be as universal as access to emergency care.

Digital Emergency Connectivity has the potential to become a trusted public safety utility — accessible to all, interoperable across services, and built to ensure that no one is left disconnected when every second matters.



About the Author

Joshua Dsouza is the Founder of Pointible Technologies Pvt. Ltd. and the inventor of an Indian-patented Automated Emergency Contacts Calling Service. His work focuses on strengthening emergency response through privacy-preserving digital technologies and citizen-centric road safety innovations.

Article - 3

India's Road Story: The Progress and the Pending Work

Ajay Kumar Pandey

Vice President, Highways & Transportation,

Intercontinental Consultants and Technocrats Pvt. Ltd.,

India's national highway network has grown from about 91,000 km in 2014 to over 1,46,000 km now, a jump of nearly 60 percent in a decade. Every few months there is a new number to celebrate. Another expressway section opened. Another target crossed. And to be fair, the numbers are real. Four-lane and above highways have gone up two and a half times in the same period. If you drove on NH-44 or NH-48 ten years back and drive on them again today, you will feel the difference in your hands on the wheel, not just in a report.

But an IRF newsletter should not only read like a press release. So let me try to write this the way road engineers actually talk about roads in the office, with the good and the not so good sitting next to each other.

The Construction Pace Is Real, But Uneven

MoRTH has been building highways at a pace of roughly 10,000 to 13,000 km a year through most of this decade. In 2020-21, the figure touched 13,327 km, helped partly by lighter traffic during the pandemic. In 2022-23, it slipped to 10,331 km, about 21 percent short of that year's target. This is worth saying out loud, because targets missed by a fifth are not a small gap. Land acquisition delays, utility shifting, and contractor cash flow issues keep showing up as the usual suspects. We know the causes. The question for our profession is whether we are fixing the process or just repeating the diagnosis every year.

For 2026-27, the Ministry has been allocated close to Rs 1,22,000 crore for roads and bridges, a five percent rise over the previous year's revised estimate. NHAI itself has set a target of awarding 4,500 km and constructing 5,000 km of projects this financial year. Whether that target is met will tell us more about execution capacity on the ground than any five-year vision document will.

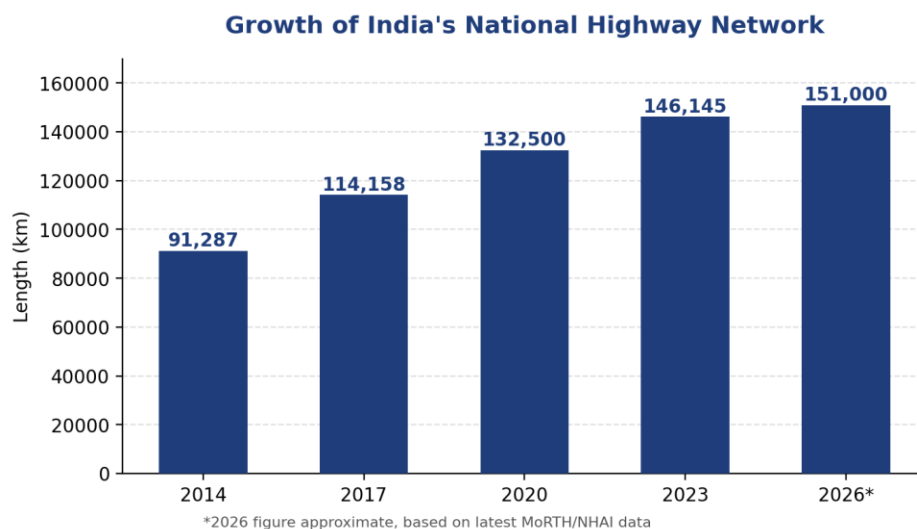


Figure 1: National highway length has grown nearly 60% since 2014. Source: MoRTH/NHAI.

Bharatmala and the Big Corridors

The Delhi-Mumbai Expressway remains the flagship of Bharatmala Pariyojana, and it is a genuinely large undertaking: an eight-lane, roughly 1,350 km greenfield corridor meant to cut travel time between the two cities from about 24 hours to 12. As of early 2026, close to 930 km of the total stretch was already operational, with the Delhi-Vadodara section targeted for full completion by June 2026 and three Gujarat packages pushed to March 2028. It is a good case study for our members on how greenfield alignment through six states, with tunnelling near tiger reserves and multiple state boundaries, tests every part of project management, not only engineering design.

The Mumbai-Nagpur Expressway, Samruddhi Mahamarg, built in phases by MSRDC, is another one worth studying closely, since it was commissioned stretch by stretch between December 2022 and June 2025 rather than as one big-bang opening. That staggered commissioning approach may be a model other states should look at more seriously, instead of waiting for a single ribbon-cutting date.

Tolling Is Changing, and Changing Fast

Here is something that affects every one of us as road users and as professionals. FASTag became mandatory in February 2021 and now covers over 95 percent of toll transactions electronically. But the Ministry is now moving to GNSS-based tolling, using satellite tracking through an On-Board Unit so that a vehicle is charged only for the exact distance travelled, not a flat plaza rate. Pilots have been run on the Bengaluru-Mysuru stretch of NH-275 and the Panipat-Hisar stretch of NH-709. A zero-cash policy at plazas came into effect in April 2026, and the government has said it wants the barrier-free, satellite-linked system running nationwide by the end of this year. This is a genuine shift in how India prices road use, and it deserves more technical discussion within IRF-IC than it currently gets, particularly on data privacy and rural connectivity gaps where GNSS signal reliability is not guaranteed.

The Number We Should Not Look Away From

Now the part that is harder to write. In 2024, India recorded 4,87,707 road accidents and 1,77,175 deaths, an average of about 20 lives lost every hour. National highways, which carry roughly 40 percent of traffic on just 2 percent of road length, accounted for nearly 36 percent of fatal accidents. Two-wheeler riders made up 46 percent of all deaths, pedestrians another 20 percent. Speeding alone is linked to around 70 percent of fatal crashes.

Share of Fatal Road Accidents by Road Category, 2024

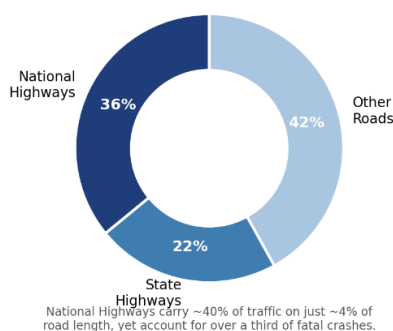


Figure 2: National highways account for a disproportionate share of fatal crashes. Source: MoRTH, Road Accidents in India 2024.

We can talk all day about kilometers built, but this is the number that should sit at the top of every IRF-IC discussion. Building faster and building safer are not the same target, and the data keeps telling us we are better at the first than the second. The crash severity rate, deaths per 100 accidents, has actually gone up over the last two decades, from about 21.6 in 2005 to 36.3 in 2024. That means even as we build wider, straighter, faster roads, the crashes that do happen are killing more people, not fewer. That is not a statistic to be proud of, and it points squarely at design, enforcement, and post-crash care as the important concern our profession still owes the country with real answers.

Rural Roads Have Not Been Forgotten Either

Under PMGSY-II, by mid-January 2026, over 6,600 roads covering close to 49,000 km and 749 bridges had been completed, strengthening connectivity in areas that don't make it into expressway headlines but matter just as much for a farmer getting produce to market on time.

Closing Thought

India is building roads at a scale few countries attempt. The engineering community should be proud of that, and also honest about it. Speed of construction, smarter tolling, and rural connectivity are moving in the right direction. Road safety is not, at least not fast enough. If IRF India Chapter has one job for the coming year, it might be this: keep pushing the safety conversation as hard as we push the kilometer count.

Article - 4

Road Infrastructure: Paving the Way for Safe, Resilient and Sustainable Mobility in India

Habib Ullah Rather

Resident Engineer-cum-Tunnel Excavation Expert (Zojila Tunnel Project).

Road infrastructure has always been the backbone of a nation's economic and social development. In India, where more than 65 percent of freight and nearly 90 percent of passenger traffic are transported by road, the quality, safety and resilience of the road network directly influence economic productivity, regional connectivity and overall quality of life. As India moves towards becoming a five-trillion-dollar economy, the role of modern road infrastructure has become more significant than ever before.

Over the past decade, India has witnessed unprecedented investment in highways, expressways, tunnels, bridges and border roads. Flagship initiatives such as Bharatmala Pariyojana, PM Gati Shakti, and the National Infrastructure Pipeline (NIP) have transformed the country's transportation landscape by improving connectivity between industrial corridors, ports, logistics hubs and remote regions. These initiatives are not only reducing travel time and logistics costs but are also strengthening national integration and supporting inclusive economic growth.

However, the future of road infrastructure extends far beyond the construction of new highways. The emphasis is now shifting towards developing transportation networks that are safe, climate-resilient, technologically advanced and environmentally sustainable.

Safety Must Remain the Primary Objective

Road safety continues to be one of the most pressing challenges facing the transportation sector. While significant investments have been made in expanding the road network, safety considerations must remain central to every stage of infrastructure development—from planning and design to construction, operation and maintenance.

Engineering solutions play a crucial role in reducing road crashes. Scientifically designed geometric alignments, adequate sight distances, skid-resistant pavement surfaces, properly designed intersections, median barriers, crash cushions, rumble strips, reflective road markings and clear traffic signage collectively contribute to a forgiving road environment.

Road Safety Audits (RSA), conducted during design, construction and operational stages, have become an essential engineering tool for identifying potential hazards before they lead to accidents. Integrating the Safe System Approach into highway development ensures that roads are designed to accommodate inevitable human errors while minimizing the severity of crashes.

Building Climate-Resilient Road Infrastructure

Climate change is significantly affecting transportation infrastructure across the globe. Increasing frequencies of intense rainfall, floods, landslides, heat waves and other extreme weather events are challenging conventional engineering practices.

India's diverse geography—from the Himalayan Mountain ranges to coastal plains and desert regions—requires infrastructure designed specifically for local climatic and geological conditions. Engineers are

increasingly adopting climate-resilient solutions such as enhanced drainage systems, geosynthetic reinforcement, slope stabilization measures, rock fall protection systems, erosion control techniques and durable pavement materials capable of withstanding extreme environmental conditions.

In mountainous regions, tunnel construction has emerged as a sustainable solution for improving connectivity while reducing environmental impacts associated with road alignments in steep terrain. Projects such as the Zojila Tunnel demonstrate how advanced engineering can overcome geographical barriers, improve year-round connectivity and significantly enhance road safety.

Sustainability in Highway Construction

Sustainable infrastructure development is becoming a defining principle of modern highway engineering. Road construction consumes large quantities of natural resources and contributes substantially to greenhouse gas emissions. Consequently, engineers are increasingly adopting sustainable construction practices aimed at reducing environmental impacts throughout the lifecycle of infrastructure assets.

The use of recycled asphalt pavement (RAP), reclaimed aggregates, fly ash, and plastic waste in bituminous mixes, warm-mix asphalt technologies and industrial by-products has gained considerable acceptance. These materials not only reduce the consumption of virgin resources but also lower construction costs and carbon emissions.

Sustainable practices extend beyond construction materials. Solar-powered highway lighting, rainwater harvesting, green corridors, noise barriers and improved storm water management systems contribute to environmentally responsible transportation infrastructure.

Thinking of lifecycle should become an integral part of project planning, ensuring that environmental, economic and social considerations are balanced throughout the design life of road assets.

Digital Transformation of Road Infrastructure

Digital technologies are revolutionizing the way road infrastructure is planned, constructed and maintained. Intelligent Transportation Systems (ITS) enable real-time traffic monitoring, incident detection, adaptive traffic control and electronic toll collection, resulting in improved traffic efficiency and enhanced user safety.

Similarly, Building Information Modelling (BIM), Geographic Information Systems (GIS), drone-based surveys, LiDAR mapping and digital twins are enabling engineers to monitor infrastructure performance more effectively throughout its lifecycle.

Artificial Intelligence (AI) and machine learning are gradually being integrated into asset management systems, allowing predictive maintenance based on pavement condition, traffic loading and environmental factors. These technologies facilitate data-driven decision-making and optimize maintenance expenditures while extending the service life of infrastructure assets.

Challenges Ahead

Despite remarkable progress, several challenges continue to influence road infrastructure development in India.

Rapid urbanization has resulted in increased traffic congestion and accelerated pavement deterioration. Land acquisition remains one of the major causes of project delays. Environmental clearances, utility shifting, funding constraints and coordination among multiple stakeholders further complicate project implementation.

Maintaining the existing road network is equally important as constructing new infrastructure. Deferred maintenance often results in higher rehabilitation costs and compromised road safety. Therefore, adequate funding for preventive maintenance and asset management should receive greater policy attention.

Capacity building is another important aspect. Continuous training of engineers, contractors and field personnel is essential to keep pace with rapidly evolving technologies, revised engineering standards and modern construction practices.

The Way Forward

India's transportation sector is entering a new era characterized by digital innovation, sustainable engineering and integrated mobility. Future highways will not merely facilitate movement; they will become intelligent corridors capable of supporting connected vehicles, electric mobility, predictive maintenance and real-time traffic management.

Engineering institutions, government agencies, consultants, contractors and academic organizations must work collaboratively to develop infrastructure that is resilient, inclusive and future-ready. Research, innovation and knowledge sharing should remain central to this transformation.

Road infrastructure should not be viewed solely as a civil engineering asset but as a long-term national investment that supports economic competitiveness, regional development and social well-being.

Conclusion

India has made remarkable progress in expanding and modernizing its road network. The challenge now lies in ensuring that future infrastructure is not only larger but also safer, smarter and more sustainable. By integrating sound engineering principles with innovation, resilience and environmental stewardship, the country can develop transportation systems capable of meeting the demands of future generations.

As transportation professionals, we share a collective responsibility to design and deliver infrastructure that enhances mobility while safeguarding human life and protecting the environment. The roads we build today will shape India's economic growth, social connectivity and sustainable development for decades to come.

Article – 5

Beyond Construction: AI-Driven Lifecycle Asset Management – The Next Revolution in India's Highway Infrastructure

Satyanarayan Purohit,

Vice President & HOD- Infrastructure Operations, Concessions & Asset Management

Dilip Buildcon Ltd.

India has entered a new era of highway development. Over the last decade, the country has built one of the world's fastest-growing highway networks, transforming connectivity, logistics, trade and regional development. As we celebrate this remarkable achievement, an equally important challenge demands our attention—not how fast we build highways, but how effectively we preserve their performance, safety and value over the next three decades.

Constructing a highway marks the completion of a project, but the beginning of an asset's lifecycle. Over the past 25 years, working across BOT, HAM, EPC and PPP highway projects has reinforced a simple reality: the true value of infrastructure is realised not on the day it is inaugurated, but through its performance throughout its service life.

My professional journey has provided the opportunity to work on landmark infrastructure projects including the **New Zuari Bridge in Goa, the Chenani–Nashri Tunnel in Jammu & Kashmir, the Bengaluru–Mysuru Expressway, the Pune–Solapur Highway, the Wardha–Butibori Highway, the Hassan–Periyapatna Corridor and the Chandikhole–Bhadrak Highway**. Today, leading the operations and maintenance of more than **15,000 lane-km of highways across 22 states** has further strengthened one conviction: building quality infrastructure is only half the responsibility; preserving it is the greater challenge.

One lesson from the field has remained constant. Major maintenance interventions rarely begin as major failures. They often start with blocked drainage, isolated pavement cracking, minor settlement, or localised retaining wall movement. If identified early, these issues can be rectified through routine maintenance at relatively low cost. If ignored, they frequently develop into major rehabilitation works, affecting safety, traffic flow, user confidence and project economics.

This has been experienced across operational corridors under my responsibility. During successive monsoon seasons, drainage deficiencies have accelerated pavement deterioration in certain stretches, while isolated retaining wall movements required immediate engineering intervention before they could develop into larger structural concerns. These experiences reinforced a principle that every asset manager understands—**maintenance is not a cost; it is an investment that protects public assets and saves future expenditure.**

As India's highway network matures, asset management must become as important as asset creation. The discussion should gradually shift from **"How much did we spend to build the road?"** to **"How effectively are we preserving its performance throughout its lifecycle?"** This transition requires engineering excellence supported by technology, data and informed decision-making.

Artificial Intelligence is emerging as one of the most significant enablers of this transformation. While AI is often discussed in terms of automation, its greatest contribution to infrastructure lies in helping engineers make better decisions.

Every day, highway networks generate enormous volumes of information through traffic data, weather conditions, toll operations, inspection reports, drone surveys, maintenance records and safety audits. Traditionally, these datasets have remained fragmented across multiple systems. AI enables them to be integrated, analysed and transformed into actionable engineering insights.

One of the recurring challenges in managing large operational highway networks is deciding where limited maintenance resources should be deployed first. Every corridor has competing priorities, while budgets and time remain constrained. AI can analyse inspection history, traffic loading, climatic conditions and deterioration trends to identify which assets are likely to require intervention before visible failures occur. Rather than replacing engineering judgement, AI complements it by enabling more informed and objective decision-making.

At **Dilip Buildcon Limited**, digital transformation has already demonstrated the practical value of technology in day-to-day highway operations. Managing geographically dispersed projects requires continuous coordination of manpower, machinery, contractors and emergency response teams. The implementation of GPS-enabled fleet and logistics management has significantly improved real-time visibility of equipment and vehicles, enabling better deployment planning, reducing idle time and improving operational responsiveness during routine and emergency maintenance activities. These systems have become valuable management tools because they support engineering decisions rather than merely generating data.

The next stage of digital transformation is **AI-enabled asset consolidation**. Highway assets—including pavements, bridges, culverts, retaining walls, drainage systems, traffic safety installations and utilities—are often managed through separate databases. Integrating inspection records, drone imagery, GIS mapping, IoT sensor data, maintenance history and traffic information into a unified digital asset platform creates a comprehensive digital profile for every asset. Such integration enables engineers to understand not only the current condition of an asset but also its performance trends, maintenance history and future risks, allowing maintenance investments to be prioritised more effectively.

Another area where AI offers significant potential is **predictive maintenance**. Traditionally, maintenance has been reactive, responding after deterioration becomes visible. Predictive maintenance changes this approach by identifying deterioration patterns before failures occur. Whether monitoring pavement condition, bridge health, retaining wall behaviour or drainage performance, predictive models can recommend the optimum timing for maintenance interventions. This extends asset life, improves safety, reduces traffic disruption and optimises maintenance expenditure.

Equally promising is **AI-driven inventory management**. Highway maintenance depends on the timely availability of materials, spare parts, crash barriers, expansion joints, bearings, signboards, lighting components and emergency response equipment. Overstocking increases costs, while shortages delay maintenance. By analysing historical consumption, maintenance schedules, traffic intensity and seasonal variations, AI can forecast future inventory requirements with greater accuracy, enabling better procurement planning, lower carrying costs and improved service delivery.

Technology, however, is only one part of the solution. Successful asset management will always depend upon engineering judgement, field observations and practical experience. Digital tools should strengthen engineers, not replace them. The organisations that succeed in the future will be those that effectively combine experienced professionals with data-driven technologies.

Road safety also must be viewed through the perspective of asset management. Safe roads are not created only through better vehicles or stricter enforcement. Infrastructure condition plays an equally important role. Damaged crash barriers, inadequate drainage, faded road markings, pavement distress and deteriorating bridges all influence road user safety. Every timely maintenance intervention therefore contributes not only to protecting infrastructure but also to protecting lives.

Lifecycle asset management is equally important from a sustainability perspective. Extending the useful life of existing infrastructure reduces the consumption of aggregates, bitumen, cement and steel while lowering energy use and carbon emissions associated with major rehabilitation works. Preserving infrastructure is often more sustainable than reconstructing it.

Looking ahead, India's next highway revolution will not be measured solely by kilometres constructed but by how intelligently existing assets are managed. Wider adoption of AI, digital twins, drone inspections, IoT monitoring, predictive analytics and integrated asset management platforms will enable infrastructure owners to make better investment decisions while delivering safer, more resilient and more reliable services to road users.

When future generations evaluate India's infrastructure journey, they are unlikely to judge us only by the kilometres of highways we built. They will judge us by how safely, efficiently and sustainably those highways continued to serve the nation. Artificial Intelligence, combined with sound engineering judgement, strong maintenance practices and lifecycle asset management, offers us the opportunity to protect that legacy.

The next revolution in Indian highways has already begun—not in construction, but in intelligent asset management.

What Chanakya Says..?

Anarchy on Road – The Holy ‘Kanwar Yatra’

Every year in the holy month of ‘**Shravan**’ (July-August) *Kanwar Yatra* is celebrated by **Shiva Bhakts** (devotees of Lord Shiva) by a journey carrying water from the holy river Ganges at Haridwar and travelling on foot (bare foot) to deliver the water for offerings by pouring on the head of Lord Shiva or ‘*Shiva Linga*’. This year it was celebrated from 30 July to 11 August 2026. As seen in the past, this was observed by able bodied adult persons, both male and female, having religious beliefs following very strict rules and rituals, especially by all those who are spiritually motivated for it.

Over the years, the nature of the Yatra and rituals have changed in many ways. Firstly, in addition to walking, a large group does it by travelling on motorcycles and other vehicles. Secondly, sizable sections of the devotees are found to be part of organized groups led in the form of procession by very loud music of devotional songs and *bhajans*, normally arranged on a truck with very loud sound of high wattage (maybe with some 500Watts) speakers. The managing group probably provides the drinks etc. as the devotees need such facilitation during their journey on foot. These management teams are always on motor vehicles and managing the travel of the devotees on foot through highways and urban roads and streets, which are otherwise also normally with heavy traffic. The State Governments and elected representatives also facilitate the Kanwar Yatra by establishing the **Kanwar Shivar (Night Shelters or Rest Places)** along the entire route of Kanwar Yatra, providing food and drinks to the devotees. Photographs of the holy Kanwar Yatra, with all the aberrations, are not included here deliberately to avoid any disrespect to the devotees and undue controversy that may arise.



Surely, this whole Yatra has adventures (especially for the young devotees) in so many ways, and at recent times the juvenile youths and young participants are found to be the majority in the Kanwar Yatra. It is probably taken as a yearly sojourn by the youths, which has both adventure and surely the visible devotion. They normally wear half pant and T-shirt in religious color. Thus, due to its adventure content, it has drawn more and more young devotees for whatever reasons (?) and the Kanwar Yatra has gradually developed to an annual trip of enjoyment laced with devotional cover. Truly devoted participants of the Yatra engaged in the journey of travelling on bare foot shall be carrying water pots hanging from both ends of a bar carried on their shoulder. At recent time, this has changed to different forms including carrying water in plastic containers in the back-pack.

During these days of Kanwar Yatra the management of traffic on the road they travel, seems to go to the organizers of the Yatra, and they want major part of the road to be used for the Yatra and the normal traffic required to squeeze through just one lane or little more leading to serious levels of congestions during the peak hours, especially in cities. So much so, the State Administrations close some parts of their road network for vehicular traffic, except the Kanwar Yatra. This year, carriageway in one direction of Delhi-Meerut Expressway was closed completely for normal vehicular traffic to facilitate the Kanwar Yatra. In case of Delhi, there was minimal presence of Traffic Police seen on roads during those days of Kanwar Yatra. There was no effort from enforcement authority for managing the normal traffic of the city for minimizing the

chaos and congestions along the route followed by Kanwar Yatra. The travel speed of Kanwar Yatra is naturally very slow, and if they occupy major part of the road (at least half of the carriageway), it becomes totally chaotic in city like Delhi. So much so, there was no Police personnel to enforce and guide them not to go over the flyovers, which had resulted in wanton delay and congestion for hours caused to the normal traffic. Even the emergency vehicles like ambulances carrying critically ill patients also faced this delay due congestion. Someone very truly mentioned that they have also developed the technique of “work from home or office”. The cost of such delay and congestion was probably crores of rupees, of course in the name of our compulsion to the religious Kanwar Yatra.



As it is a holy Yatra, everyone had accepted the unruly devotees on road (even the juvenile youth and young adults behaving like the boss of the road) as most of them are the GenZ and GenAlpha using the road for the Yatra. They were violating all traffic rules, like not wearing helmet, no dress for driving a motor vehicle (bare foot), driving in contraflow direction, causing ultra-high volume of sound on road, directing the normal traffic to stop for movement of their vehicles, and so on. But, the readers may like to call this unruly group by any of the names given by stalwarts of the country, as Cockroaches, Gutter Generation, Urban Naxals or Dimagi Naxals. As it is faced as a serious problem only during about two weeks, the authorities keep low profile (Polices are seldom seen on roads during these days) and people forget about it quickly. This problem is also no different from the serious problems faced by Delhi about severe air pollution for about two months of winter, and also the severe flooding in various areas during the monsoon every year. Authorities show some highly publicized pseudo activities (to match with public concerns) during those periods year after year, which have never addressed or solved the real problem of pollution and flooding in Delhi. Same is the case with the traffic chaos and anarchy that prevails in north India year after year, in a way with facilitations from various authorities, during the days of Kanwar Yatra.

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IRF-IC in Media

Dr. Anilkumar Gaikwad is new president of the International Road Federation



Ahmedabad, Dr. Anilkumar Gaikwad, Vice-Chairman and Managing Director Maharashtra State Road Development Corporation (MSRDC) has been elected president of the International Road Federation (India Chapter) (IRF IC), the global road safety body working for better and safer roads world

wide. Dr. Gaikwad, a seasoned and experienced infrastructure and road development professional is expected to significantly contribute to the India Chapter of the International Road Federation through diverse road safety and mobility initiatives. These include the Federation's flagship programmes centered around the "5Es of Safe Road System" — Engineering of Roads, Engineering of Vehicles and Policy Corrections, Education, Enforcement and Emergency Care. As well as the National Road Safety Mission for Schools, comprising of School Zone Safety and Digital Road Safety Education initiatives. He will also play a key role in strengthening and expanding the Federation's membership base.

FOCUS NEWS

IRF Appeals to Prime Minister and GST Council for Reduction of GST on Life-Saving Devices Including Helmets, Ambulances and Medical Equipment



New Delhi, Focus News: The International Road Federation (IRF) the global road safety body working for better and safer roads worldwide has urged the Prime Minister of India, Narendra Modi and the GST Council to consider substantial reduction or complete exemption of GST on critical life-saving devices and services such as helmets, ambulances, and essential medical equipment. In a communication addressed to the Prime Minister, K. K. Kapila, President Emeritus of the International Road Federation, appreciated the Government's ongoing efforts towards GST rationalisation and public welfare. He highlighted that several essential safety and healthcare products continue to attract high GST rates, thereby increasing the financial burden on ordinary citizens. "The helmets, which currently attract 18% GST, are mandatory safety equipment for two-wheeler riders and play a crucial role in saving lives on Indian roads. Similarly ambulances and critical medical devices such as oxygen concentrators, monitors, wheelchairs, implants, and other emergency healthcare equipment remain heavily taxed despite being indispensable for healthcare delivery and emergency response," said Kapila. "India suffers significant economic losses annually due to road accidents and healthcare-related financial distress. According to the Federation, reducing GST on these essential items would improve accessibility and affordability, encourage greater compliance with road safety measures, strengthen emergency healthcare systems, and ultimately save countless lives." Said Mr Kapila. The Federation has requested the Government to consider complete exemption or substantial reduction of GST on helmets for two-wheeler riders. Reduction of GST on ambulances and emergency medical transport services and reduction of GST on essential and life-saving medical devices and equipment.

issue, Mr. Kapila stated that helmets are not just critical protective equipment necessary for man life. He added that ambulances serve as lifelines during emergencies, while medical devices such as monitors, wheelchairs, and healthcare providers across the country. IRF expressed confidence that such a humane policy decision would greatly benefit millions of citizens and strengthen the Government's commitment to affordable healthcare and public welfare.

IRF President Emeritus K K Kapila said India's rapidly growing cities face mounting road safety challenges as urbanisation continues to outpace infrastructure development.

mobility safer and more sustainable.

Jitendra Kaushik, CEO of Onyx Electronics Pvt. Ltd., showcased technology-driven solutions to improve urban traffic safety, while Aseem Dhillon, Managing Director of ITIP India, shared global best practices for creating safer and more inclusive streets through sustainable mobility initiatives. The session also included a presentation by Javedur Rahman, Programme Manager of the IRF India Chapter, who discussed implementation strategies for safer school zones, noting that around 20,000 students lose their lives in road accidents every year.

Eminent infrastructure expert K. K. Kapila raises concern over anomalies in India's taxation structure urges government to prioritise research and innovation



New Delhi, Focus News: K. K. Kapila, eminent engineering consultant and President Emeritus of the International Road Federation (IRF) has written to the Hon'ble Prime Minister of India, Shri Narendra Modi, highlighting what he describes as a serious anomaly in the country's taxation framework and calling for urgent corrective measures to support scientific research, technological innovation, and nation-building institutions. In his communication to the Prime Minister, Mr. Kapila expressed concern over the disparity between the tax treatment accorded to highly profitable sporting and entertainment entities and that imposed on research institutions, educational organizations, and scientific establishments. Drawing attention to publicly available financial figures, Mr. Kapila noted that the Indian Premier League (IPL) generated revenues of approximately ₹11,770 crore in 2023, while the Board of Control for Cricket in India (BCCI) reported a surplus of ₹5,120 crore. He observed that substantial profits generated by sports franchises and entertainment sectors could potentially contribute significant tax revenues that may be utilized for strengthening India's research and innovation ecosystem. "While institutions engaged in scientific defense and medical research and nation building are required to pay GST on scientific equipment and instruments, highly profitable sectors including sports leagues, parts of the entertainment industry, and certain religious institutions continue to enjoy substantial tax concessions," said Mr K K Kapila, in his letter to the Prime Minister. "We are unfortunately taxing microscopes, CT scans life saving helmets and stethoscopes but not cricket, but there is an urgent need to align taxation priorities with India's long-term developmental and technological aspirations," said Mr Kapila. He stated that if India genuinely seeks to emerge as a global knowledge and technological powerhouse by 2047, the country's fiscal policies must actively support higher education, scientific research, innovation, and technological advancement. Calling for a comprehensive review of taxation policies, he appealed to the Government to ensure that sectors contributing directly to national development, scientific progress, and public welfare receive greater fiscal support and encouragement. Kapila concluded by urging policymakers to initiate timely reforms that would strengthen India's research capabilities, promote innovation, and reinforce the nation's long-term development goals.

Experts Push Low-Cost Road Safety Fixes to Cut Urban Crash Deaths

New Delhi. Road safety experts on Friday called for the urgent adoption of low-cost, high-impact measures to reduce road fatalities in Indian cities, saying affordable engineering interventions and better street design can significantly improve safety for pedestrians and motorists alike.

Speaking at a lecture on "Low Cost, High Impact Road Safety Improvements for Cities", organised by the India Chapter of the International Road Federation (IRF), the experts said India must prioritise practical, evidence-based solutions instead of relying solely on expensive infrastructure projects.

Prof. Geetan Tiwari, Emeritus Professor and former Chair Professor at the Transportation Research and Injury Prevention Programme (TRIIPP), IIT Delhi, said measures such as 30 kmph low-speed zones around schools and residential areas, high-visibility zebra crossings, raised pedestrian crossings, curb extensions



and median refuge islands could substantially reduce road crashes. She said traffic-calming interventions, including lane narrowing and chicanes, along with improved retro-reflective signage and road markings, can enhance road safety, particularly during night-time. Citing international experience, Tiwari said tactical interventions have proven effective in reducing crashes while improving mobility for all road users.

IRF President Emeritus K K Kapila said India's rapidly growing cities face mounting road safety challenges as ur-

banisation continues to outpace infrastructure development.

He said the common perception that safer roads require costly projects such as flyovers and expressways is misplaced, as most urban crashes occur on ordinary roads because of poor design and inadequate safety features.

Kapila said low-cost engineering measures such as roundabouts, raised pedestrian crossings, traffic-calming features, improved street lighting and safer intersection designs have been shown to reduce crashes by 20 to 80 per cent while costing only a

fraction of major infrastructure projects.

He also highlighted key challenges affecting road safety implementation, including multiple agencies handling road safety, weak traffic law enforcement, difficulties in retrofitting existing streets, fragmented funding, inadequate crash data and post-crash care, and resistance to reallocating road space for pedestrians and cyclists.

Akhil Srivastava, President of ITS India Forum, stressed the need to integrate intelligent transport systems with proven engineering solutions to make urban

K. K. Kapila Raises Concern Over Anomalies in India's Taxation Structure

New Delhi, Mr K. K. Kapila, eminent engineering consultant and President Emeritus of the International Road Federation (IRF) has urged the Government of India to urgently review serious anomalies in the country's taxation structure, particularly the preferential tax treatment being extended to highly profitable sporting and entertainment entities while research and educational institutions continue to bear substantial tax burdens.

In a communication addressed to Narendra Modi, Hon'ble Prime Minister of India, Shri Kapila highlighted the extraordinary revenues and profits being generated by the Board of Control for Cricket in India and the Indian Premier League (IPL).

"IPL 2023 Revenue stood at approximately Rs. 11,770 crore, while BCCI

recorded a surplus of nearly ₹5,120 crore. IPL's profits over the last three years are estimated at around ₹15,000 crore. Taxation of such profits at an appropriate rate could potentially generate resources sufficient to establish nearly 10 new IITs," said Mr K K Kapila in his letter.

"IPL franchise profits alone are estimated at ₹200-1,200 crore annually, translating into a possible tax contribution of nearly ₹70,000 crore every year towards research and innovation," Mr Kapila said. "While institutions engaged in scientific defense and medical research and nation building are required to pay GST on scientific equipment and instruments, highly profitable sectors including sports leagues, parts of the entertainment industry, and certain religious institutions

continue to enjoy substantial tax concessions," He added.

"We are unfortunately taxing microscopes, CT scans and stethoscopes but not cricket," Mr Kapila observed, emphasizing the urgent need to align taxation priorities with India's long-term developmental and technological aspirations. He stated that if India genuinely seeks to emerge as a global knowledge and technological powerhouse by 2047, the country's fiscal policies must actively support higher education, scientific research, innovation, and technological advancement. Mr Kapila has appealed to the Government to urgently examine the matter and initiate suitable corrective measures to ensure a more equitable and development-oriented taxation framework.

International Road Federation Urges Delhi Government

Ahmedabad, Mr K K Kapila, President, emeritus, International Road Federation (IRF) a global road safety body working for better and safer roads world wise and an eminent infrastructure professional has appealed to the Delhi Chief Minister of Delhi, Mrs Rekha Gupta, to remove the price ceiling prescribed for incentives under the Delhi Electric Vehicle (EV) Policy, stating that every electric vehicle, irrespective of its cost, contributes equally to reducing pollution and promoting sustainable mobility. At present to qualify for the 100% road tax and registration fee waiver, the vehicle's ex-showroom price must be ₹30 lakh or below. Electric cars priced above this cap receive no tax breaks. In



a letter addressed to the Chief Minister, Kapila commended the Delhi Government for its proactive efforts in promoting electric mobility through attractive incentives and the expansion of EV charging infrastructure. He noted that these initiatives demonstrate the Government's strong commitment towards cleaner transportation and environmental sustainability. (1-7)

Our Advocacy

IRF Urges Delhi Government to Remove Price Ceiling on EV Incentives

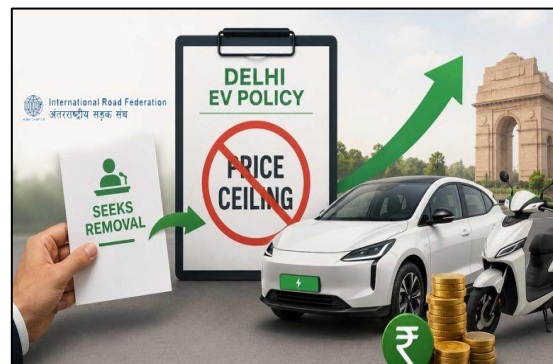
The International Road Federation (IRF) has urged the Government of Delhi to reconsider the ₹30 lakh ex-showroom price ceiling for incentives under the Delhi Electric Vehicle Policy 2026.

In a communication to the Hon'ble Chief Minister of Delhi, Mr. K. K. Kapila, President Emeritus, International Road Federation (IRF), emphasized that the environmental benefits of electric vehicles are independent on their purchase price. Every EV contributes to reducing air pollution, lowering carbon emissions, and advancing India's clean mobility goals.

While appreciating the Delhi Government's commitment to promoting electric mobility through policy incentives and charging infrastructure, IRF believes that extending incentives to all eligible electric vehicles, irrespective of price, would:

- ✓ **Accelerate EV adoption across all segments**
- ✓ **Encourage greater investment in clean mobility**
- ✓ **Strengthen Delhi's leadership in sustainable transportation**
- ✓ **Support India's long-term environmental and net-zero objectives**

A policy framework that rewards the environmental impact of electric vehicles, rather than their price, will help create a cleaner, healthier, and more sustainable future.



WHY IT MATTERS



ACCELERATE EV ADOPTION

across all segments



ENCOURAGE INVESTMENT

in clean mobility technologies



STRENGTHEN DELHI'S LEADERSHIP

in sustainable transportation



SUPPORT INDIA'S NET-ZERO GOALS

and long-term environmental future

Upcoming Events: IRF-India Chapter

1. IRF-IC Upcoming Lectures

- ***Fast Tracking Road Safety*** (September 2026)
- ***Behavioural Change: What Works & What Does Not*** (October 2026)
- ***Highway Work-Zone Safety & Construction – Tech Innovations*** (November 2026)

2. IRF-IC Upcoming Webinars

- ***Sustainable Infrastructure for a Safer Future: Examine how sustainability and resilience enhance long – term safety*** (September 2026)
- ***Vision Zero for India - Reimagining Road Safety Through Systematic Infrastructure Reform*** (October 2026)
- ***Innovation & Future Mobility – Emerging trends and innovations shaping India's mobility landscape*** (November 2026)

3. IRF-IC Upcoming Flagship Program

Global Road Infratech Summit & Expo

14-15 JANUARY 2027

Venue: Dr. Ambedkar International Centre | New Delhi | India

From Vision to Impact: Transforming Road Infrastructure for a Safer, Smarter and Sustainable India

About GRIS 2027

The Global Road Infratech Summit (GRIS) 2027 is the flagship Conference and Exhibition of the International Road Federation - India Chapter, bringing together policymakers, road agencies, infrastructure developers, consultants, technology providers, academia and industry leaders from India and various countries of the world.

As India continues its transformation through unprecedented investments in highways, expressways, urban mobility systems and logistics corridors, GRIS 2027 will serve as a premier platform to exchange ideas, showcase innovations, discuss policy reforms and foster partnerships that advance safer, smarter and more sustainable transport infrastructure.

Building upon the success of GRIS 2026, the Summit will focus on converting strategic vision into measurable impact through innovation, technology adoption, sustainability and road safety leadership.



Global Road Infratech Summit & Expo

14-15 JANUARY 2027

Dr. Ambedkar International Centre | New Delhi | India



From Vision to Impact: Transforming Road Infrastructure for a Safer, Smarter and Sustainable India

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**INTERNATIONAL ROAD FEDERATION
INDIA CHAPTER**



For more information
Contact **9205994744** or
write to us at gris2027@irf.org.in

Upcoming Events: IRF Geneva

1. FIDIC Global Infrastructure Conference 2026- (September 13th to September 15th, 2026)



FIDIC Global Infrastructure Conference 2026 will be hosted in **New Delhi, India** on **13-15 September**. As FIDIC's flagship annual event which has taken place since 1930, the conference provides a global platform for the infrastructure industry to come together to exchange knowledge, share experience and strengthen collaboration across regions.

For more details: <https://irfofficial.org/event/fidic-global-infrastructure-conference-2026/>

2. Managing Speed in the Safe System- October 13th to October 22nd, 2026 (Online)



Excessive and inappropriate speed remains one of the leading contributors to road traffic deaths worldwide. Effective speed management is achieved by creating a road transport system in which safe speeds become the natural outcome of sound engineering, evidence-based policy, targeted enforcement and informed decision-making.

This practical course equips engineers, road authorities, police agencies and transport professionals with the tools

needed to diagnose speed-related risk, select evidence-based interventions and evaluate their effectiveness. Drawing on international case studies from both high-income and low- and middle-income countries, participants will learn how to develop speed management programmes that are technically robust, politically feasible and financially realistic.

For more details: <https://irfofficial.org/event/managing-speed-in-the-safe-system/>

3. Next Generation Road Asset Management- October 27th to November 5th, 2026 (Online)



Road agencies worldwide are under growing pressure to do more with constrained budgets while maintaining safer, more reliable and climate-resilient road networks. At the same time, advances in data collection, predictive analysis, asset monitoring and digitalisation are transforming how infrastructure condition, risk and performance can be managed.

This course explores how modern road agencies are evolving from reactive maintenance approaches toward

smarter, performance-driven asset management strategies. Combining core asset management principles with emerging practices in predictive maintenance, risk-based interventions and digital tools, the course provides participants with practical frameworks for making better investment and maintenance decisions across diverse road networks.

For more details: <https://irfofficial.org/event/next-generation-road-asset-management/>

4. Safe Urban Street Design for Vulnerable Road Users- (November 3rd to November 5th, 2026)



The International Road Federation (IRF) together with the Qatar Transportation and Traffic Safety Center of Qatar University and the Traffic Safety Analysis and Policy Special Interest Group of the World Conference on Transport Research Society (WCTRS) are pleased to invite you to this certified training course on Safe Urban Street Design for Vulnerable Road Users.

For more details: <https://irfofficial.org/event/safe-urban-street-design-for-vulnerable-road-users/>

5. IRF 2026 Annual Conference- (November 16th to November 18th, 2026)



IRF 2026 Annual Conference Registration

The **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.

Find out more: <https://irfofficial.org/event/irf-annual-conference-2026/>

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

Preliminary Programme (as of 15 April 2026)



We look forward to welcoming you to Geneva

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- START-UP
- Industry Associations, Foundation and Trust
- Educational and Research
- Companies

2. Individual Membership

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- Pro
- Pro Senior
- Student

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

Or write to us at: india@irf.org.in



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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