



INDIA CHAPTER

International Road Federation
Fédération Routière Internationale
Federación Internacional de Caminos

अंतरराष्ट्रीय सड़क संघ

NEWSLETTER

JUL-SEPT 2020

Volume-V

Issue 3

NEWS IN BRIEF

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IRF Mission

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

IRF Vision

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

IRF Values

Commitment to safe, smart & sustainable roads

EDITORIAL BOARD

Chief Executive Officer
Veena Nabar

FROM THE CHAIRMAN'S DESK



Dear Members,

Greetings and good wishes of the Season to you all and your families.

As I write to you, we are still in the grip of the pandemic with no clear end in sight. Due to the need to gear up the economy, all over the country, business has begun to pick up and offices opened. But we still have to be careful to keep ourselves and every one at our work places safe, to follow the protocols for safety in terms of using masks and social distancing, washing hands and sanitizing products and surfaces. I know all of you would be careful and follow these, but it bears repeating. We hope that vaccines would soon be available to us and then on ground activities can pick up with far greater speed, something we are all no doubt eagerly awaiting.

I also would like to inform you all that this is my last address to you as Chairman IRF IC. In the General Body meeting held in April 2019, I had requested the General Body to kindly relieve me from my responsibility as Chairman, IRF IC, due to my inability to devote sufficient time owing to my pressing engagements. Mr. D.O. Tawade, Vice Chairman was requested to take over as Chairman and had expressed his willingness to take charge after a gap of 3 to 4 months. Due to various reasons, he was unable to do so and I continued to hold charge when the lockdown due to Covid-19 pandemic happened. At the last meeting of the General Body held online on 26th September 2020, it was finally decided that Dr. S. Gangopadhyay, former Director of the Central Road Research Institute (CRRI) will take over from me as Chairman IRF IC. Dr. S. Gangopadhyay needs no introduction to anyone in the field. As an eminent scientist, his vast experience, both academic and professional, will be undoubtedly a great asset in seeing IRF IC through the difficult days ahead. I take this opportunity to welcome him and congratulate him on this new additional responsibility of steering IRF IC and wish him all the very best for the future.

This last quarter has been a busy time of stocktaking and examining our economic coordinates, our strengths and weaknesses. We have had a series of long overdue meetings, among them the Governing Council and General Body meetings that normally are held in the beginning of the financial year but which due to the exigencies of lockdown could be held only now. Our sights are now clear and we have had a few ideas on the way ahead, which need to be crystallised and implemented. We shall be covering these meetings and their deliberations briefly in this issue.

My two and half year stint with the India Chapter of the IRF has been for me largely a great experience. We have had a large number of programmes with your goodwill and support. Unfortunately, the Covid 19 pandemic intervened at a critical stage of the organisation's growth and has resulted in a major setback, which it is grappling with. The absence of any activities and the necessary resulting truncating of ongoing projects has been a blow, severely impacting the IRF IC.

As you all know, we are a member organisation and depend largely on membership support for carrying forward our mission. I appeal to all of you to come forward at this critical time to ensure that the federation pulls through and can withstand the tough situation ahead. IRF IC has been a pioneer in the field of road related projects, and particularly in bringing road safety as a critical concern to the fore. We are all stakeholders in the field, both individually and as corporate ventures, and must feel emotionally involved in owning an organisation that is created by our joint efforts. CSR spends are mandatory for corporates and road safety ventures are recognised as eligible for CSR spending. As such, CSR projects will be something that can easily be supported by all those of our members who are required to mandatorily spend on this head. I hope that you will recognise this as something that is well within your abilities and will support IRF IC.

We have been relentlessly requesting your inputs in suggesting ways in which IRF IC can benefit members and increase its activities and resources in a meaningful manner. It is a little dismaying that there has been little or no response from most members. For instance, it would be good to know what are the various subjects that would be of special interest to members professionally and otherwise, which would help update their technical knowledge and instill efficiency in their working, and on which IRF IC can hold webinars. Many institutions are holding such webinars, so we don't want to reinvent the wheel. We would like to put forward topics that would update your knowledge and be an incremental input for better performance. These are areas in which we would greatly welcome and value your suggestions and ideas. We do hope that you will come forth with suggestions in this regard early.

As I am leaving as the chairman of the organisation, I will always have the welfare and well being of the organisation that I have served in this capacity at heart. I shall always be available for any discussion, consultation if I am required for this. I, on my part, would also *suo moto* try to do what I can to help with ideas and raising resources.

Finally, I would once again like to thank all IRF IC members and the rest of the management for your warmth and support. I especially would like to convey my appreciation to all the staff members of IRF IC whose support in upholding the highest quality of work and programs, has been unstinting and invaluable.

Regards and best wishes,

G. Sharan

Our New Chairman Elect - Dr. S. Gangopadhyay

Dr. Subhamay Gangopadhyay is taking over as Chairman, IRF IC from October 2020. IRF IC welcomes him heartily and looks forward to a new period of wellbeing under his leadership.

Dr. S. Gangopadhyay obtained BE (Civil) from the University of Calcutta, M.Tech in Transportation System Engineering from IIT/Kanpur and PhD from the University of New Brunswick, Canada under Commonwealth Scholarship Plan. He served as Scientist in the Central Road Research Institute, New Delhi since 1979 and was its Director between 2009 and November 2015.



Dr. Gangopadhyay's main areas of specialisation include Traffic Engineering, Road Safety, Transportation Planning and Modelling, Interaction of Environment with Urban Transport and skill development in the area of Traffic and Transportation. He has forty years of experience in the area of Traffic Engineering and Transportation Planning.

During his professional career, he has published around a hundred papers, many of which were published in referred journals. After retirement, he has been Visiting faculty at IEST, Shibpur his alma mater (erstwhile BE College Shibpur) before joining as Training Expert of a Road Safety Project at NHAI. Presently, he is engaged as Programme Manager, IndiaRAP under the International Road Assessment Programme (iRAP).

Recent Activities of IRF – IC

- **Signing of Agreement between IRF Geneva and IRF IC**

Owing to the Covid 19 pandemic lockdown, although agreed in principle, the signing of the Agreement between IRF Geneva and IRF IC for the year 2020 was unduly delayed. The Agreement has now been signed by Mr. Bill Hilkias, President, IRF Geneva and Mr. G. Sharan, Chairman, IRF IC.

- **UNRSC meets to discuss new UN Road Safety resolution and World Day of Remembrance**

More than 100 participants joined the United Nations Road Safety Collaboration (UNRSC) virtual meeting held on 24 September to debate way forward after the approval of the new UN resolution on Improving Global Road Safety declaring a Second Decade of Action. Preparation of the World Day of Remembrance of road traffic victims was also at centre stage during the meeting

- **Governing Council & General Body of IRF IC Meet**

The Governing Council & the General Body of IRF IC Meetings were held online on 26th September 2020.

Warmly welcoming the members to the meeting, Mr. G. Sharan briefed them regarding the important activities undertaken by IRF IC since the last meetings were held on 12th April 2019.

Mr. T.K. Amla Secretary, IRF IC welcomed the members at the first meetings of the year since lockdown. He informed the members of the lockdown having affected various on ground activities of IRF IC and its resulting in the premature closure of some projects. This had severely impacted the financial status of the federation.

At the outset, the General Body also approved the induction by the Governing Council of Mr. Ranjit Singh, Additional Director General, Central Public Works Department (CPWD), as Vice Chairman of the Governing Council. The General Body warmly welcomed the new Vice Chairman and expressed confidence that the organisation would benefit from his support and valuable guidance.

The Audited Report and the Audited Statement of Accounts of the Financial Year 2019-20 were examined and approved by the Governing Council and General Body Members.

It was noted that during the year 2019-20, four new organizations have joined IRF IC as its members, namely:

- *Bitchem Asphalt Technologies Limited*
- *Diamond Construction Company*
- *Final Mile Consultants Pvt. Ltd.*
- *National Transportation Planning & Research Centre (KSCSTE-NATPAC)*

The Governing Council and General Body observed that the income of IRF IC needs to be enhanced for which all members have to put in their efforts.

The Covid-19 impact on IRF IC activities and measures so far taken by IRF IC to combat it, among them in particular, the drastic reduction in the salaries of the staff, were noted by the members.

Discussing the Sustainability Plan and the Way Forward in detail, the following suggestions were made by the members.

- *Activities of IRF IC need to be increased*
- *Road Safety series Webinars on the five pillars of Road Safety need to be organized*
- *Sponsorship from Stakeholders for Webinars and Events should be explored and different models of design as well as modules may be thought of.*
- *Training Courses could also be considered, building upon IRF IC's expertise and experience in the area.*

Mr. Sharan informed the General Body that this was his last meeting as the Chairman, IRF IC. In its previous meeting held in April 2019, he had requested to be relieved by the General Body from his responsibilities as Chairman, IRF IC, due to his pressing engagements and consequent inability to devote sufficient time to the demands of the position. Mr. D.O. Tawade, Vice Chairman was requested to take over as Chairman and had expressed his willingness to take charge after a gap of 3 to 4 months. Due to various reasons, he was unable to do so and hence he had himself continued to hold charge, also during the lockdown announced by the Government following upon the Covid-19 pandemic.

During the preceding Governing Council meeting, in view of the continuing inability of Mr. D.O. Tawade to take over as Chairman, IRF IC, Dr. S. Gangopadhyay, former Director of the Central Road Research Institute (CRRI) was requested by the Governing Council to do the honours and expressed his willingness to take charge as the Chairman.

In conclusion, the outgoing Chairman, Mr. G. Sharan profusely thanked the members of IRF IC for their support during his period as the Chairman. He warmly welcomed Dr. S. Gangopadhyay, who would be taking over as the new Chairman and requested him to address the gathering.

Addressing the members, Dr. S. Gangopadhyay thanked them for reposing faith in him and assured all present that he would endeavour to take the IRF IC forward under the present difficult circumstances, with the support and guidance of the members.

• **Chairman, IRF IC addresses the General Body**

Dear Friends,

I welcome all of you here at this meeting of the General Body of International Road Federation – India Chapter (IRF IC), which is taking place after more than a year and I thank you for making the time to be with us. We should have met in April 2020, as we have been doing in the past. However, the Covid pandemic and lockdown did not allow us to meet and even now we are required to meet online to ensure our mutual safety.

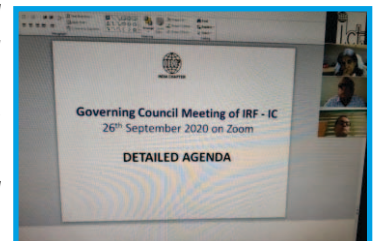
The Governing Council of IRF IC has just met and considered IRF IC activities, finances and measures needed to take the organization forward. We have had some suggestions from the members, which we would discuss when the formal Agenda is taken up.

I will take this opportunity of highlighting some of our Activities during the last financial year including the lockdown.

Among other things, the Agreement with IRF Geneva has been formally taken up. IRF IC also changed its office from its location in Green Park to Vasant Kunj, where it is currently located in the building of Consulting Engineers Association of India (CEAI).

In January 2020, we participated actively in the 31st National Road Safety Week 2020. At the inauguration of the Road Safety Week held on 11th January, the IRF IC film “Rehana” made with the generous CSR support of Maruti Suzuki was released by the Hon'ble Union Minister for Road Transport & Highways, Mr. Nitin Gadkari in the presence of the Hon'ble Defence Minister, Mr. Rajnath Singh and other dignitaries. We organized a Conference on “Trauma Care – a National Mission” conjointly with FICCI and with the support of Ministry of Road Transport & Highways (MoRT&H) and World Health Organisation (WHO) on 15th January 2020. The Recommendations of the Conference have been sent to the Ministry of Road Transport & Highways.

In February 2020, we completed the project on “Enhanced First Aid Training (eFD) initiative for bystanders on the Delhi-Meerut stretch, NH-58” resulting in the training of 330 bystanders at 7 locations on this stretch. The Report was completed during lockdown and submitted to the Ministry of Road Transport & Highways. The training has been widely appreciated and

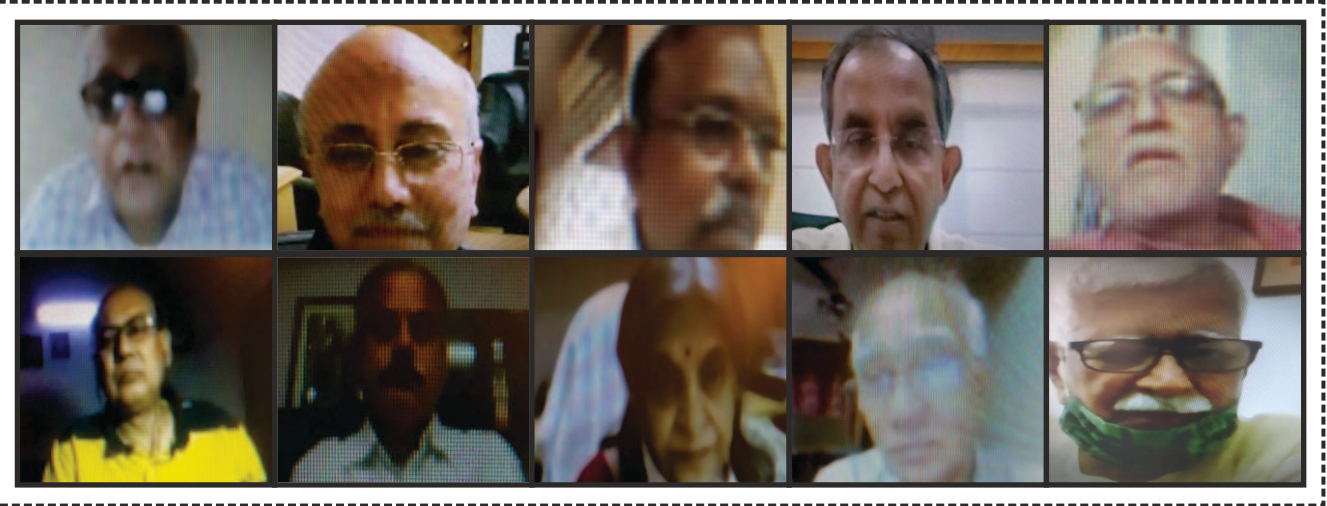


Normal speed meets every need

we are left with a huge unmet demand for more such courses. We hope that we shall be able to take up more such training of bystanders as soon as conditions improve to allow our physical presence on roads.

The Project “Stain-less Roads” with Jindal Stainless Foundation (JSF) was actively taken up during the year and was almost completed when the project had to be foreclosed due to lockdown. The Project Report was prepared and submitted and the project has successfully been closed.

Just before lockdown, IRF IC partnered with Lifeline Foundation to organize the 2nd Motor Vehicle Accident Conference



(MoVACon) during February 2020 in Ahmedabad. The Conference which included very eminent panel of experts on different subjects was a great success.

I also attended the “Certificate Course on Road Safety Audit and its Related Aspects”, the first of such courses incorporating the latest IRC guidelines 2020, as the Chief Guest at the Valedictory function in Surat on 5th February 2020.

As you would no doubt know, the lockdown has greatly affected IRF IC activities and of course finances. We have however, managed to keep some activities going, including a Webinar that we jointly organized with one of our members, Avery Dennison on “**Enhancing Traffic Sign Performance – Through Digital Printing**”, which was well attended with more than 300 registrations and generated a lot of interest. We also participated in various Webinars as Panel members. During the Webinar on “**Towards Sustainability in Road Construction**” organized by Bitchem on World Environment Day, I took the opportunity for highlighting some of our Software such as the CHANGER Software.

We have been regularly in touch with you during the last year through our Newsletters, two of which were brought out and circulated during lockdown. The Newsletters, apart from highlighting our activities have also been showcasing the efforts and products of our members. I have been requesting all members to send us brief write-ups that they wish to be included in our Newsletters and I once again request you all to send us the same.

We have been taking various measures to bring down our costs after lockdown such as downward revision in staff salaries, requesting CEAI for reduction in rent etc., which we shall be elaborating during the presentation. Despite these measures, in the absence of an adequate income stream through by way of membership fees and activity generated surpluses, we are struggling to keep IRF IC going.

Overtime, member contribution by way of membership fees has been declining. During the last financial year, only 26 members contributed although we have around 80 members listed with us. Unless, members who make up the organization, support the organization not only by way of finances but also by way of active participation in our programmes, it would be very difficult for IRF IC to carry on in a sustainable manner. I request each and every one of you to help with your goodwill and contacts with fellow members to get us membership support.

I have also been continuously appealing to you that since CSR spends are mandatory, it would be a great help if these could be focused on road safety activities, through IRF – IC. I hope that you will seriously consider our request. IRF IC is your organization and has played a pioneering role in road safety activities in the country, but is today greatly threatened and we look to you for support. If a majority of you contributes even in a small way, it can help us take forward our activities.

I would also invite your ideas and suggestions on resource building activities that could help us build our income stream. We do have some plans for Joint Webinars with our members but we seriously need your inputs regarding how we can monetize the same. In the course of the meeting, I hope you give us your ideas.

I will not take more time but shall elaborate as required while taking up the formal Agenda.

Thank you and let us proceed.



CSIR-Central Road Research Institute

“Future Travel Patterns in post Covid-19 in Indian Cities” is overlapping with CSIR-Central Road Research Institute

- Dr. S. Padma

- Dr. S. Velmurugan

1. Preamble

Corona Virus Disease 2019 (COVID-19) has brought about with it an unprecedented change in the travel patterns across the globe with personal/work/social trips becoming less desirable whereas e-commerce and home delivery taking the forefront. The pandemic is a lesson not only in terms of maintenance of personal hygiene and physical distancing but also revising the mobility system in the country. In this regard, Ministry of Housing and Urban Affairs (MoHUA) held several rounds of discussions with the experts of subject matter, industries, transit and urban goods vehicle operators, World Bank and other eminent urban transport experts in the country and other parts of the world.

Due to the sense of insecurity prevailing in the minds of the commuters for travelling in public transport during these testing times, some increase in the number of private vehicles on road has been witnessed since the Unlock 1.0 started in Indian cities on 1.6.2020. This increasing trend in the usage of private vehicles is not only eating away road space available for other modes of public transport (*creating congestion*) besides adversely affecting air pollution and road safety. For instance, Delhi Transport Corporation (DTC) which restored partial bus operations since 18th May 2020 for the commuting of normal public is operating at 50 % occupancy i.e. 20 persons per bus only complying with physical distancing norms. However, these buses are found to have lesser frequency in most of the routes which in turn is having its impact on the waiting time which is as high as 1 hour for the commuters. If the frequency of the bus service is not enhanced, many commuters would switch over private modes of transport (*like two wheelers and cars*) for work and other purpose trips. At the same time, with the opening of the metro systems across the country in a phased manner, it is hoped that the patronage of public transit would increase and normalcy would return in a gradual manner. Further, it may be noted that a majority of the corporate, non-essential private organizations and IT companies have completely switched over to work from home by resorting to technology driven measures for at least a year or so. This kind of intervention is expected to bring a positive benefit on the transport sector in the form of minor reduction in the number of vehicles that would be witnessed on the Indian roads. However, the percentage share of 'work from home' would not constitute more than 10 % at Pan-Indian level as more than 80 % of the Indian working force belong to informal working sector needing transport for their daily commute. In summary, the above change in travel characteristics of urban mobility witnessed during the ongoing pandemic is likely to continue post COVID-19 too for some time due to the fear psychosis floating in the minds of the commuters in terms of switch over to public transport which need to be erased through the effective implementation of the following referred policy decisions of the Government of India (GoI).

To address the above, MoHUA, GoI, devised a three-pronged strategy¹ which the cities / States / Union Territories (UTs) are expected to adopt in a phased manner which encompasses Short Term *i.e. within 6 months*, Medium Term *i.e. within 1 year* and Long Term *i.e. 1-3 years*. The above measures are aimed at bringing a change in mobility patterns towards a sustainable person driven movement instead of the traditional vehicle driven movement. As such, the above proposed three pronged approach issued by MoHUA in the aftermath of pandemic encourages for the revival of non-motorized Transport (NMT) for trips of length lesser than 5 Km, reopening of the public transport system adhering to physical distancing norms as well as providing proper sanitization protocols (*including within the transit system and its access locations*) and leveraging the Intelligent Transportation System (ITS) in public transport operations. ITS enhancement in public transport is also emphasized by stressing on the need for adoption of various forms of cashless apps which will help in the elimination of the human interactions for the purchase of tickets. Moreover, the pandemic has brought about several socio-demographic changes which are expected by and large dictate the travel patterns of general public. The succeeding section presents an overview of recent online survey (*covering a sample size of 303*) undertaken by CSIR - Central Road Research Institute (CRRRI), New Delhi along with researchers from Hasselt University, Belgium.

Start early Drive slowly Reach safely

2. Socio-Demographic aspects during the pandemic

The study revealed that around 61% of the sampled people found that their monthly income was affected due to COVID pandemic whereas the remaining 39% felt their salaries were not affected. Further analysis revealed that of the monthly salaried employees 43.5% of the people felt that their salary was adversely affected whereas 39.1% of the people felt that their salaries remained unaffected. Figure 1 shows the percentage reduction in salaries experienced by the 61% of the surveyed people.

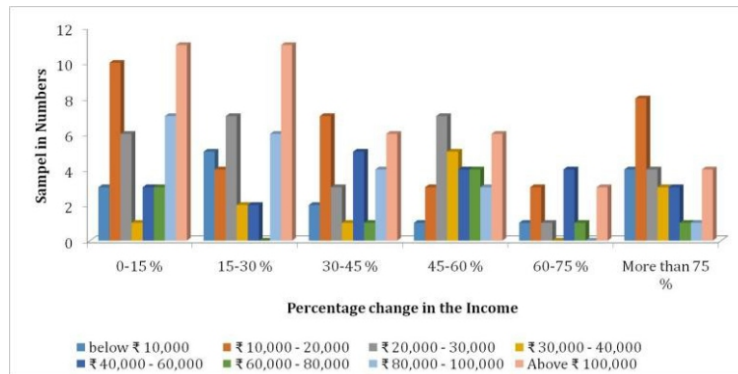


Figure 1: Percentage change in income experienced by 61% of the total surveyed sample felt that their salary was adversely affected by the pandemic

The reduction in salaries acts as a precursor to the reduction in trips; with the social/recreational trips being drastically reduced. In the following sections we shall look into the travel patterns as observed pre and during COVID-19. The idea is to assimilate the changes and encourage the general public to adopt the sustainable changes in the longer run.

<https://pib.gov.in/PressReleasePage.aspx?PRID=1631071>

3. Pre-OVID Vs COVID-19 Travel patterns

The surveyed sample was questioned with regard to the number of trips carried out by the individuals' pre-COVID for their day to day activities. The survey indicated that the percentage of people who had previously made at least two trips via private vehicles had reduced from 31.4 % to 13.9 % whereas the single trip share on public transport reduced from 21.1% to 4.3 %; the non-motorized single trip has reduced from 10.89% to 6.6% during COVID-19. Figure 2 and 3 indicate the distance travelled by various income groups in various modes of transport during pre COVID-19.

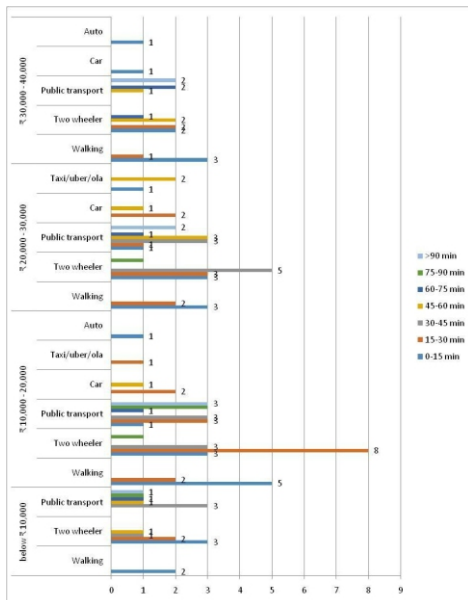


Figure 2: Mode choice along with distance travelled by individuals of Income Groups up to Rs. 40,000 range

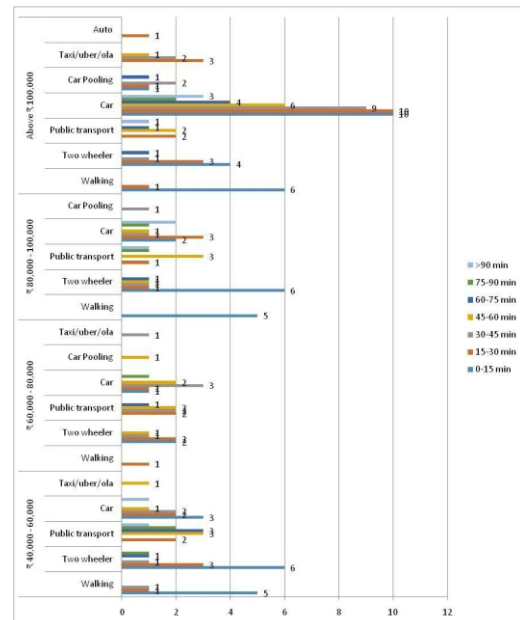


Figure 3: Mode choice along with distance travelled by individuals of various income groups beyond Rs. 40,000

Impatient on Road, Patient in Hospital

It was observed from the survey that while the main grocery shopping was carried out with a maximum of two trips in a month prior to COVID, has reduced to only one during COVID-19. The percentage of people who shopped within the 3 km range for groceries increased from 61.7 % to 65.7 %. Similarly, 51.5 % of the sampled respondents agreed that they have changed their places of shopping during COVID and 48.5 % of the people cited non-availability of private vehicles to travel further off to shop from home. It was also observed from the survey that 52.1% of the surveyed people have shifted to on-line grocery shopping post COVID-19. Interestingly, 48.8 % of the people informed that work from home culture increased productivity and further 43.9% preferred the culture of work from home even after normalcy returns from the ongoing pandemic.

4. Conclusion

Based on the results deduced from this online survey, it is evident that people are largely willing to shift towards a sustainable mobility solution provided that policy implementations support such a change. Though the MoHUA imparted guidelines has addressed the supply chain of travel adequately, the guideline should also consider policy decisions such as work from home as well as a thrust to e-commerce which could be envisaged as a long term measure for demand control. On the other hand, it is also to be borne in mind that the percentage share of 'work from home' would not constitute more than 10 % at Pan-Indian level as more than 80 % of the Indian work force belong to informal working sector needing affordable transport for their daily commute.

Considering the above, innovative measures for demand management are the need of the hour. This need to be conceived by MoHUA (*in close coordination with state development authorities and metro operators*) by addressing the demand of the daily commuters through providing safer public transit system while curtailing the demand to accommodate and encourage shorter/fewer trips.

Acknowledgement: The online survey questionnaire design credit goes to Dr. Muhammad Adnan, Senior Researcher Hasselt University, Belgium and Dr. Shiraz Ahmed, Ph.D. Scholar Hasselt University, Belgium.



Recent Projects Awarded to ICT Pvt. Ltd.

<ul style="list-style-type: none"> Consulting Services for Project Implementation and Construction Supervision for the Upgrading and Maintenance of the Baucau - Venilale - Viqueque Highway Project, Timor-Leste. <i>Client : Ministry of Public Works, Timor Leste</i> 	<ul style="list-style-type: none"> Bangalore International Airport Ltd. – Appointment of Lender's Independent Engineer (LIE). <i>Client : Project Finance SBU, State Bank of India</i>
<ul style="list-style-type: none"> Consultancy Services for Preparation of Building Conditions Survey Reports. <i>Client : Embassy of Republic of Indonesia</i> 	<ul style="list-style-type: none"> Consulting Services for Construction Supervision of Rehabilitation and Upgrading of Group-A Roads at Raipur. <i>Client : Public Works Department, Chhattisgarh</i>
<ul style="list-style-type: none"> Consultancy Services for Construction Supervision of Lokichar – Loichang amatak Road (A1), Kenya <i>Client : Kenya National Highways Authority (KeNHA)</i> 	<ul style="list-style-type: none"> Consulting Services towards Detailed Design and drawings of Jai Bharali Bridge with segmental Box Girder for “Four Laning of Dolabari to Jamuguri section of NH-37A to NH-52 in the state of Assam. <i>Client : Simplex Infrastructures Limited, Kolkata</i>
<ul style="list-style-type: none"> Authority's Engineer for Widening and Upgradation of 2-lane with Paved Shoulder Configuration and Geometric Improvements of NH-54 in the state of Mizoram on Engineering, Procurement and Construction (EPC) Mode, with Japan International Cooperation Agency (JICA) Loan assistance. <i>Client : National Highways & Infrastructure Development Corporation Limited, Ministry of Road Transport & Highways, New Delhi</i> 	<ul style="list-style-type: none"> Consultancy Services for Technical Audit for Upgrading of Tabora – Koga – Mpanda road and Mbinga Mbamba Bay Road to Bitumen Standard. <i>Client : Tanzania National Roads Agency</i>
<ul style="list-style-type: none"> Consultancy Services for Authority's Engineer for Supervision of Construction of 8-lane access controlled Greenfield Delhi-Vadodara Expressway (NH-148N) starting at Junction with Keshopura Road to Junction with MDR-1 (Baonli-Jhalai Road) in the State of Rajasthan EPC mode under Bharatmala Pariyojana. <i>Client : National Highways Authority of India, New Delhi</i> 	<ul style="list-style-type: none"> Consultancy Services for Authority's Engineer for Supervision of Construction of 6-lane access controlled Greenfield Highway from Junction with Jind-Safidon Road (SH-14) near Kheri Village to Junction with NH-334B (Charkhi Dadri-Jhajjar Section) near Charkhi-Dadri in the State of Haryana on EPC mode under Bharatmala Pariyojana. <i>Client : National Highways Authority of India, New Delhi</i>

Upcoming Events



Webinar on the CRISPS Project – Climate resilient sustainable road pavement surfacings

December 10 @ 9:00 am – 10:00 am CET



Traffic & Transpotech Digital Week 2020

December 14 – 15, 2020 - Online



IRF Session on “Digitilisation of Road Infrastructure” at the ITF 2021 Summit

May 26 – May 28, 2021

Leipzig, Germany



Suggestions of Members

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

Membership

IRF IC is a membership based organization, representing corporate and institutional players and stakeholders in the road infrastructure sector in the country. Road safety has been at the core of IRF IC's activities, which also promotes "green road" approach. IRF IC invites all stakeholders in the road sector to join it as members and contribute to the efforts for better road infrastructure and safety.

Kindly note our changed office address, which is reproduced below.

International Road Federation – India Chapter

'CEAI Centre', II Floor, OCF Plot No. 2

Sector B-9, Vasant Kunj , New Delhi-110070

Tel.: +91-11-71862707

Email: india@irfnet.ch, Website: www.indiairf.com

IRF – IC Newsletter has a wide circulation not only in India but also globally. We seek to project & showcase the activities of all our honorable Members worldwide.

Your contributions in the form of brief reports of your activities, events, awards, brief articles and other accomplishments are invited.

