International Road Federation
Fédération Routière Internationale
Federación Internacional de Carreteras

NEWSLETTER

From Editor's Desk

Dear Fellow Members,

Together, Let's Make Our Roads Safer!

Road safety is a shared responsibility that affects us all. With India witnessing around 1,80,000 road accident fatalities annually, it's time to pause and reflect: How can we protect ourselves and others on the road?

Why It Matters

Every life lost in a preventable accident is a tragedy—shattering families and communities. Speeding, distracted driving (like phone use), drunk driving, and ignoring helmets/seatbelts remain leading causes. Even small lapses can have irreversible consequences.

What's Being Done?

The government has taken steps like stricter penalties under the Motor Vehicles Amendment Act (2019) and promoting awareness campaigns. But laws alone aren't enough—we must act.

What Can You Do?

- Slow Down: Speed thrills but kills. Adhere to limits.
- Buckle Up: Seatbelts and helmets save lives—no exceptions.
- Stay Focused: Avoid phones, fatigue, and distractions.
- Never Drink & Drive: Plan ahead for a safe ride home.
- Protect Vulnerable Road Users: Pedestrians, cyclists, and children need extra caution.

Let's Lead by Example

Teach young drivers responsible habits. Report reckless behaviour. Advocate for better infrastructure, like streetlights and crosswalks.

A Safer Future Starts Today

Road safety isn't just rules—it's about respect for life. Let's pledge to be mindful, patient, and proactive. Together, we can turn the tide.

While road safety remains our cornerstone, IRF-IC continues to push boundaries beyond it. From green construction materials and recycled technologies to AI-driven traffic solutions and connected corridors, we are at the forefront of shaping the future of mobility.

This Newsletter brings out the initiatives being taken by the International Road Federation – India Chapter. However, your cooperation matters. Stay connected, stay safe, stay vigilant, and thank you for being a part of the IRF-IC journey.

Mr. Somenath Ghosh
Editor, IRF-IC

News in Brief

IRF Mission

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

IRF Vision

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

IRF Values

Commitment to safe, smart and sustainable roads.

From
FOUNDER PRESIDENT'S DESK

Mr. K. K. Kapila
President (Emeritus), IRF Geneva &
Founder President, IRF India Chapter

It gives me great pleasure to share that the International Road Federation – India Chapter (IRF-IC) has entered an exciting new phase of growth and leadership. With the onboarding of our new President and the induction of dynamic professionals into the Governing Council, we are strengthening our foundation and gearing up for an even more impactful future. This change in governance brings renewed energy, fresh ideas, and a strong commitment to our collective vision for safer, smarter, and more sustainable roads.

We recently concluded the Global Road & Infrastructure Summit (GRIS) 2025, which was a resounding success. The event brought together key stakeholders from across the globe and showcased pathbreaking innovations in road safety, infrastructure and sustainable mobility. It was also a proud moment for us as Shri Nitin Gadkari ji launched the IRF-IC Yearbook 2024 during the summit, acknowledging the work being done across the country by our team and partners.

Looking ahead, we are pleased to announce that the second edition of GRIS will take place on 5th–7th February 2026. GRIS 2026 promises to be even bigger — integrating Artificial Intelligence, Intelligent Transport Systems (ITS), advanced construction materials and emerging digital technologies. It will serve as a powerful platform to synergize innovation, policy and practice and bring together even more players from India and around the world.

Another major milestone has been the training of 12,500 commercial vehicle drivers across various Institute of Driving and Traffic Research (IDTR) centers of Maruti. These drivers have been trained in trauma care as first responders, a crucial step toward strengthening the emergency care chain on Indian roads and saving lives in the golden hour.

I have taken a vow to reduce road accidents and fatalities by more than 50% before 2030. To achieve this target, I have come up with a few initiatives which are listed below:

- I have come up with a Smart Helmet which if you do not wear, your two wheeler will not start.
- With the help of IITians we have come up with two wheeler Airbags both for the driver and pillion rider.
- I have also with the help of DRDO come up with a Motorcycle Ambulance which is like an ICU on wheels. These should be placed at every 10 kms on all National Highways, State Highways, and District Roads.
- Besides this, we have approached the Govt. for using ADAS in all vehicles, a device which cautions the driver if he is too close to another vehicle. It is connected to a monitoring unit where if the driver tends to sleep, he will be cautioned by a phone call to alert him to rest and again start after rest.
- Installation of ATMS on all National Highways, State Highways and District roads.
- Trauma care training to all bystanders on all National Highways, State Highways and District roads.

If we take up all these measures, the road fatalities will reduce by more than 50% much before 2030.

As we step into this new chapter, I invite all our partners, members and stakeholders to continue supporting IRF-IC's mission with the same spirit of collaboration. Together, we are paving the way for a safer and more resilient road ecosystem for India

From
PRESIDENT'S DESK

Mr. Akhilesh Srivastava
President, IRF India Chapter

Over the past few years, the International Road Federation – India Chapter (IRF-IC) has witnessed remarkable growth, both in scale and impact. From initiating transformative safety audits to influencing policy at the highest levels, we have built a strong foundation rooted in expertise, collaboration and purpose. At this important juncture, we find ourselves with unprecedented momentum — and I firmly believe the journey from here is only upward. It is with immense pleasure and a deep sense of responsibility that I take charge as President of IRF-IC.

As I look ahead, my vision for IRF-IC is clear and future-ready. First and foremost, we must address the urgent challenge of road safety. India records around 1,80,000 road deaths annually — one life lost every 3.5 minutes. This is an epidemic we must reverse. IRF-IC will strengthen its scientific approach using the 5E model, launch nationwide awareness and education programs, advocate for stronger enforcement through technologies like AI, CCTV and drones and engage with policymakers to frame more effective and enforceable safety laws.

Secondly, our focus must extend to sustainable infrastructure. While India builds over 30 Kms of roads every day — a global feat — we must ensure that these roads are climate-resilient, carbon-light and future-proof. We will promote the use of green materials such as bio-bitumen and recycled aggregates, advocate for biodiversity-friendly designs and push for EV-ready highways and net-zero construction models.

Lastly, we envision roads not just as physical assets, but as tech-integrated ecosystems. It is time to bring digital transformation into the entire road lifecycle. This includes the deployment of AI, IoT, machine learning, satellite technologies and digital twins to manage and maintain assets efficiently. IRF will strive to promote MLFF tolling, smart traffic management, V2X communication and the development of connected corridors.

Together, we can build a safer, greener, and smarter mobility future for India. I look forward to working with all of you to turn this vision into reality.

IRF-IC at Bharat Mobility Global Expo 2025: Showcasing Innovations in Road Safety

IRF-IC Shines at Bharat Mobility Global Expo 2025
Demonstrating Leadership in Emergency Response, Intelligent Transport Systems, and Community Training Initiatives

The **International Road Federation – India Chapter (IRF-IC)** proudly participated in the **Bharat Mobility Global Expo 2025**, held from **January 17th to 22nd, 2025, at Bharat Mandapam, New Delhi.** The event served as a prestigious platform for national and international stakeholders to come together and showcase transformative innovations in the field of mobility, sustainability, and transportation.

As a key player in road safety and sustainable mobility, **IRF-IC was allocated a 25 square meter exhibition space**, where we presented a comprehensive display of solutions and initiatives aligned with our 5E programme — **Engineering, Enforcement, Education, Emergency Care, and Evaluation.**

Key Highlights from IRF-IC's Showcase:

🚑 Motorbike Ambulance Display

One of the major highlights of the IRF-IC pavilion was the **Motorbike Ambulance**, designed in collaboration with strategic partners including the **Defence Research and Development Organisation (DRDO)**. The two-wheeler ambulance is engineered to provide **rapid medical assistance in high-traffic and remote zones,** offering a crucial solution for the "Golden Hour" in road accident response. Visitors were able to see the vehicle's specialized medical fittings, mobility features, and its real-world deployment potential.

🚦 Intelligent Transport System (ITS) Demonstration for Emergency Vehicles

IRF-IC also presented a live demo of **Intelligent Transport System (ITS)** technologies for emergency vehicle prioritization. The system simulates how ambulances, police vehicles, and fire tenders can communicate with smart traffic signals, allowing faster passage through urban traffic. The ITS demo drew strong interest from urban planners, traffic enforcement agencies, and policymakers, underlining the role of technology in **reducing response times and saving lives.**

❤️ Hands-on CPR Demonstration by IRF-IC Emergency Trainers

Recognizing that community training is vital to reducing road fatalities, IRF-IC's certified trainers conducted live **CPR (Cardiopulmonary Resuscitation)** demonstrations throughout the expo. These interactive sessions provided participants — including school groups, transport professionals, and general visitors — with **life-saving knowledge and techniques** that can be deployed at the scene of an accident before professional medical help arrives. The demonstrations received overwhelming participation and applause.

🤝 Engagement with Stakeholders and Policy Influencers

Throughout the six-day event, IRF-IC engaged with a wide range of stakeholders — **government representatives, mobility solution providers, industry leaders, and international delegates** — to share insights on integrated approaches to road safety and emergency preparedness. Discussions around scalability, public-private partnerships, and the application of global best practices in the Indian context were key themes.

👀 Looking Ahead

IRF-IC's participation at Bharat Mobility Global Expo 2025 reaffirms our commitment to making Indian roads safer, smarter, and more responsive. Through technology, training, and partnerships, we continue to drive forward our mission of achieving zero fatalities and enhancing mobility for all.

We thank the Ministry of Road Transport and Highways, our members, collaborators, and the event organizers for making this event a resounding success.

Stay connected with IRF-IC as we expand our efforts in school zone audits, emergency medical training, and deployment of road safety technologies across India.

🔗 Visit us at www.indiairf.com

📲 Follow us on LinkedIn, Twitter, and Instagram for more updates!

School Zone Safety

It is important to bring to attention that in the year 2023 alone, more than 11,000 lives were lost in road crashes near school and institutional areas, including over 10,000 children under the age of 18. These alarming numbers highlight the urgent need for comprehensive interventions to establish Safe School Zones, enforce stringent entry and exit protocols during school hours, and ensure strict compliance with safety standards in school transportation systems.

In response to this critical need, the International Road Federation (India Chapter) launched a transformative initiative through an online portal that enables rapid, technology-driven audits of school zones. This initiative is fully aligned with the Government of India's guidelines issued under IRC: SP: 32 and was officially inaugurated by the Hon'ble Minister Shri Nitin Gadkari Ji during an IRF-led event.

As part of this initiative, school zone safety audits have been successfully conducted for over 100 schools, including 50 schools nominated by the Ministry across five states—Assam, Bihar, Uttar Pradesh, Karnataka, and Tamil Nadu—as part of a pilot program.

Findings from these audits indicate that the majority of schools lack essential safety infrastructure such as proper traffic signage, speed calming mechanisms, footpaths, and clearly marked pedestrian crossings.

Such deficiencies significantly increase the daily risks faced by school children, teachers, and staff, particularly vulnerable road users such as pedestrians and cyclists. Enhancing school zone safety infrastructure alone has the potential to reduce road accident fatalities by 7% to 8% in these high-risk areas.

School Zone Safety Audits have also been conducted for the following schools in Delhi under the CSR initiative of 3M:

1. Loreto Convent School, Delhi Cantt., New Delhi
2. Bluebells School International, Kailash Colony, New Delhi
3. DPS R.K. Puram, New Delhi

Following the audits, the findings were shared, and necessary corrections were carried out by 3M at their expense. It is noteworthy that, since the implementation of these corrective measures, there have been no reported accidents in the vicinity of these schools over the past two years.

Successful Completion of 5E Programme & EHS Audit on Dhule to Palasner Road Stretch (NH-52, Maharashtra)

The International Road Federation - India Chapter (IRF-IC) is pleased to announce the successful completion of the **5E Programme and EHS Audit** on the **88.8 km Dhule to Palasner Road Stretch (NH-52, Maharashtra).** This initiative marks a significant step toward **ensuring safer and more efficient highway operations**.

Key Achievements:

✅ **Engineering (E1):** A comprehensive **road safety audit** was conducted on **February 27 & 28, 2025** with detailed reports completed and shared with the INTERISE team for implementation. The **EHS audit** was also successfully undertaken, ensuring adherence to safety and environmental standards.

✅ **Engineering of Vehicles (E2):** This is an **ongoing activity** in collaboration with the **Transport Department authorities and MoRTH,** focusing on **implementing new safety features and enhancing road safety** across the stretch.

✅ **Education (E3): 1,200 students** across **15 schools along** the highway corridor received **road safety education,** fostering awareness and responsible road behavior among young learners.

✅ **Enforcement (E4): Traffic management and enforcement training** successfully conducted for **67 police personnel** from various ranks, strengthening their capacity to manage road safety and compliance effectively.

✅ **Emergency Care (E5): 409 bystanders** trained as **first aid responders** under first aid trauma care training, conducted across **10 key locations includes 2 toll plazas**, equipping them to provide immediate assistance during emergencies.

With all **5E Reports** shared with stakeholders, **IRF-IC remains committed to working alongside INTERISE and its SPVs** to strengthen road safety measures across India.

Global Road Infra Summit & Expo 2025 Successfully Concludes In New Delhi

The Global Road Infra Summit & Expo (GRIS-2025), held during **March 6 & 7, 2025 at Hotel The Lalit, New Delhi**, concluded on a high note, reaffirming India's commitment to **safer, smarter and more sustainable road infrastructure.** This flagship event, organized by the **International Road Federation- India Chapter**, brought together **global leaders, policymakers, industry experts and technology innovators** to deliberate on the most pressing issues in road safety and sustainable infrastructure development.

A Vision for the Future: Sustainable Infratech & Policy for Safer Roads

With the overarching theme of "Vision Zero: Sustainable Infratech and Policy for Safer Roads", GRIS-2025 inspired dialogue, policy evolution, and transformative infrastructure strategies. The summit positioned India as a global leader in road safety innovation and sustainable development.
Key dignitaries included Hon'ble Minister Shri Nitin J. Gadkari, who reinforced the government's focus on reducing road fatalities, improving project design quality, and embedding technology into policy and practice. Senior officials from MoRTH, NITI Aayog, global experts from IRF Geneva, and renowned academics contributed their perspectives on challenges and innovations.

Day 1 Highlights: Leadership, Innovation & Vision 2047

The day began with a solemn **inaugural ceremony** led by **Lt. Gen. Harpal Singh (Retd.), Mr. K. K. Kapila, and Ms. Susanna Zammataro.** The session focused on India's opportunity to transform infrastructure under **Vision 2047** and bridge the gaps in road safety.

Technical Session I: Road Infrastructure Vision 2047

This session addressed the expansion of rural and urban road connectivity, resilience in hilly and coastal regions, and smart digital planning.

- **Mr. Sudhendhu J. Sinha (NITI Aayog)** called for technology integration, AI-based monitoring, and pilot-based safety modeling.
- **Mr. Amit Shukla (PMGSY)** showcased sustainable rural roads using full-depth reclamation and geo-spatial planning.
- **Prof. M. Parida (CSIR-CRRI)** advocated for lifecycle asset management using AI and machine learning tools.
- **Mr. A. K. Gaikwad (VC & MD, MSRDC Ltd.)** shared lessons from the Samruddhi Mahamarg, highlighting speed, safety, and sustainability.

Technical Session II: Vision Net Zero in Infrastructure

This session focused on carbon-neutral construction:

- **Dr. S. K. Bajpayee (Member, Commission for Air Quality Management in National Capital Region and Adjoining Areas)** suggested lifecycle carbon accounting and green procurement.
- **Dr. Ambika Behl (Sr. Principal Scientist, CSIR-CRRI)** introduced scalable solutions using plastic aggregates.
- **Prof. Madhavan (Professor, IIT Hyderabad)** emphasized steel infrastructure for low-impact, durable roads.

Day 2 Highlights: Digital Infra, Road Safety & Governance

The second day featured emerging technologies and reforms in infrastructure development.

Technical Session III: Future of Bridges & Tunnels

Speakers shared best practices from projects like ATAL Tunnel and Chenab Bridge, stressing:

- Use of **Ultra-High Performance Concrete (UHPC).**
- Lifecycle management tools like MBIU, drones, and sensors.
- Institutionalizing tunnel safety audits and upgrading maintenance codes.

Technical Session IV: Road Safety in a Changing World

Discussions revolved around fatality trends, school safety, and enforcement systems:

- **Mr. S.K. Nirmal (IRC)** advocated blackspot mapping protocols and mandatory audits.
- **Ms. Cecilia Kadeha (World Bank)** introduced global safety frameworks.
- **Mr. Akhilesh Srivastava** promoted digital enforcement, ADAS alerts, and safe driving score linkages.

Technical Session V: Technology for Smart Infra

This session demonstrated tech-driven monitoring, 3D road modeling, and data science:

- Garuda UAV, Trimble, and YellowSKYE presented drone analytics, LiDAR mapping, and digital twin modeling.
- NHAI showcased the Highway Information Modeling Platform (HIMP).

Panel Discussion: Policy for Sustainable Infra

Chaired by Mr. K.K. Kapila, this discussion produced key recommendations:

- Adopt IRC Code revisions for evolving mobility.
- Enforce capacity-building in state departments.
- Accelerate school safety and trauma training nationwide.

Valedictory Session & Recognition Awards

Chaired by **Mr. K.K. Kapila** and graced by **Mr. D. Sarangi (DG-RD&SS, Retd. MoRTH),** the closing session honored excellence:

- Road Safety Leadership Awards were given to Mr. Rahul Bharti (Maruti Suzuki) and Mr. Mahmood Ahmad (MoRTH).
- Road Safety Champion Awards recognized 30 experts from academia, industry, and government.
- Winning posters addressed AI-driven drowsiness detection and sustainable pavement.

Exhibition & Cultural Programme

The GRIS-2025 expo hosted companies showcasing innovations in:

- AI-based road inspections
- Smart signage and composite materials
- Green cement and recycled bitumen

An evening **cultural programme,** choreographed by **Dr. Rekha Mehra,** featured classical and folk performances. The **Sadak Suraksha Anthem** by **Shankar Mahadevan** capped the event, spreading road safety awareness through art.

Conclusion & Way Forward

GRIS-2025 concluded with strong calls to action:

- Implement smart signage and blackspot technology
- Encourage public-private partnerships in innovation
- Enforce school-based road safety and training
- Promote international benchmarking for standards

With the success of GRIS-2025, the **IRF-India Chapter** pledges continued leadership in India's safe infrastructure movement.

Mark your calendars! GRIS-2026 will be held in 5 to 7 February, 2026. Stay tuned for more updates!

Where is the Highly Acclaimed Digital Public Infrastructure (DPI) for Road Safety ?

Prof. P. K. Sikdar
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Globally the road deaths and serious injuries have taken a down turn over last few years during the 2nd UN Decade of Action for Road Safety, which has a target for at least 50% reduction in deaths and serious injuries globally by 2030. But, the situation in India continues to be grave with more than 10% increase in fatalities year on year, with 1,68,491 fatalities in 2022 and expected to be more than 1,80,000 in 2023. Although these figures of road deaths are compiled by National Crime Records Bureau (NCRB), the WHO (World Health Organization) and other international agencies estimate it to be about three times higher. Actually the data on both deaths and injuries are highly unreliable for very high under reporting as well as various other dubious reasons, especially for non-fatal accidents. While this is the world's worst road safety record for any country, it is still not in the Government's mission for Viksit Bharat and also not in the priority radar of any of the state governments. The top 10 killer states in India in terms of road deaths contribute to 73.77% of the total road fatalities, as shown in the **Figure 1**. Similarly, the top 10 states contribute to 76.9% of all road accidents in India. There should be a very systematic and nationally coordinated programme of systemic correction on war footing adopting a Safe System Approach to completely change the trend and to realise a maximum benefit through better safety performance of these states. A highly promising programme planned for 14 states in India with objectives of implementing globally proven safe system approach using WB and ADB assistance did not succeed for very poor capacity in the system of both at central and state governments.

The data that is published by NCRB lacks in authenticity and practical/true causes of accidents, as three-fourth of them are reported to be due to over speeding, which appears to be linked to incompetency of the investigating officer and the technique involved in collection of the data. The hype for "Digital India" has failed totally to provide digitally accurate reasons for the accidents the way they are happening. The National Highways and State Highways together account for 60.5% of fatalities and 56.6% of injuries out of all accidents with only 4.9% of these roads in total network.

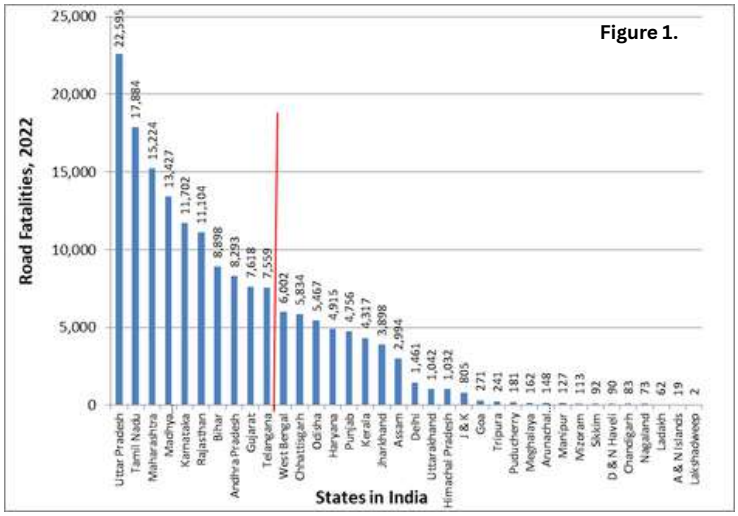


Figure 1.

The digital infrastructure is totally missing along these highways and for that reason only the correct accident data will be further impossible. The highly guarded national plan of accident data collection by iRAD (Integrated Road Accident Database) system seems to have not been able to make any difference yet in spite of being developed with a digital technology that was originally developed by IRF-India Chapter way back in 2010-11. It is not understood yet by the Government Authorities and Policy Planners that the correct and most authentic accident database is fundamental to make any change in the road safety scenario. Also, the most accurate and authentic causal data for road accidents can only be collected dispassionately with real integrity and with the help of digital infrastructure system.

The highly acclaimed Digital Public Infrastructure (DPI) of India has not been able to influence the road safety scenario of the country till date. The published NCRB data of 4,61,312 total accidents in a year (2022) causing 1,68,491 fatalities and 4,43,366 injuries appear to be inconsistent in comparison to the data from other developed nations, where accident data are presumed to be more realistic, which have guided them to largely arrest this human tragedy. For example, in 2023 there were 1695 fatalities, 28,967 serious injuries and about 1,32,000 total injuries in UK. Similarly, USA also had only 40,990 fatalities in 2023 and according to NHTSA data there were about 2.5 million injuries in 6.5 million road accidents. However, in most developed nations the fatalities have been reported to have reduced by 2-3% in a year during last few years.

Moreover, the data from developed world shows the proportion of fatalities : serious injuries : minor injuries to be 1 : 15 : 70, while In India this proportion of fatalities to total injuries is 1 : 2.63, which show how incomplete is the data This also clearly shows about how little we know about our road safety scenario and road safety problem. While the WHO and other international agencies have concluded that road accident data in India are grossly under reported based on their estimation, the injury accident records are also highly unreliable for under reporting as well as for various other dubious reasons. With this incomplete data the causal analysis has always been distorted, and therefore, such analysis has not been able to guide any substantive actions required for improving the situation. Thus it is clear that road safety problems can be solved only through bold and digitally collected and organized data.

One of the most serious concern of road safety situation in India is about its impact on vulnerable road users, which are all from the weaker sections of the society. As per NCRB data for 2022, road accident deaths to vulnerable road users (pedestrian, cyclist, motorcyclist, auto-rickshaw, e-rickshaw and other non-motorised vehicle users) is 75 to 77 % of the total road deaths, which is even much higher in the urban areas. The **Table 1** shows the proportions of road deaths to various vulnerable road users, and the proportion of fatalities to riders of two-wheelers is something to be worried about.

Table 1: Casualty of Different Road Users in 2022

Sl. No.	Road User Category	Persons Killed	Share in Total, %
1	Pedestrian	32,825	19.5
2	Bicycles	4,836	2.9
3	Two-Wheelers	74,897	44.5
4	Auto-Rickshaws	6,596	3.9
5	Car, Taxi, Van & LGVs	21,040	12.5
6	Trucks	10,584	6.3
7	Buses	4,004	2.4
8	Other NMT including e-Rickshaw	2,372	1.4
9	Others*	11,337	6.7

Note: Serial number 1, 2, 3, 4, 8 and about half of 9 are all vulnerable road users

Others include all other motorised vehicles, animal drawn vehicles, cycle rickshaw, hand carts, etc

Lately it is observed that Ministries and their Policy Planners are fenced by some self-styled safety experts, where views and suggestions of real experienced experts are normally not allowed to reach. They are presumably taken for secretarial assistance on technical matters, but restricting the accessibility of actual technical experts to the decision makers. Such arrangements are damaging the opportunities for innovative developments through technological interventions. It is for such reasons the capacity development should be considered for policy planners and decision makers of the top management system of road safety. There is no dearth of knowledge and ideas all around, but the poor and deficient knowledge base of the system and its presently guarded environment does not allow any of these external ideas to flourish and to fructify. There are 23 IITs and 31 NITs in addition to a very large number of other top class research Institutions in India, who can be shared with digitally collected bold and correct data in a transparent way for most advanced analyses to guide the most appropriate action plan for tackling this socio-technical problem of human tragedy. All data bases for motor vehicle registration, driver licensing, accident records, and any other data required, for possible analyses to guide any development required for changing India's road safety scenario, must be most easily available (in digital platform) to any of these institutions, as all these databases are prepared using public money.

Road safety culture and behavioural trait in India are inexplicably notorious, and this is more prominent with all lower modes of road users, as if they have freedom to violate all road safety rules. There are Motor Vehicles Act and Rules, but due to the very high proportion of these lower modes (about 80-85%) other than the main vehicular modes of cars, trucks and buses in the total population of 354 million vehicles (in 2022), police system never enforces traffic rules on them. Interestingly there is no Non-Motorised Vehicles Act nor a set of associated Rules, for which the enforcement agency completely ignores their violations in road use. Therefore, along with the NMT (Non-Motorised Transport) modes the smaller motor vehicles like the two-wheelers and e-Rickshaws, etc also enjoy the same freedom of anarchic behaviour in their road use in all types of traffic environment. All such unlawful behaviours and violations for such a large population of road users cannot be enforced manually by police system. Moreover, these violations are often encouraging others for such trait as has been observed with even formal modes of motor vehicles.

Digital technology is the key for unlocking the world's power to deliver sustainable development goals, and India's dubious distinction in road safety scenario is not leading to sustainability in any way. Artificial intelligence, blockchain technology, 5G communication, and the Internet of Things (IoT) alongside a myriad of digital services have been considered as essentials to modern economies. It is high time for the government to engage with quality institutions and people for finding solutions to this highly damaging development crisis. However, it will need passion, know-how, and prioritized actions, for accelerating to move beyond the status quo, where knowledge and experience will be required to drive transformative changes. As was the case in olden days, road safety management is no longer a manual task. The expansion of the network, the vehicle population, and the violating traits of the road users demand a digital enforcement system to tackle the problem at its present scale. Advance Traffic Management System (ATMS) is the answer to all ills of road traffic system in India. But, this must not be misunderstood to be just an automatized system of issuing challans or tickets for traffic offence, as it is seen to be just that by the managers of the Smart Cities programme. Unless the offences are reducing systematically over time due to digital enforcement, it indicates that the system is not working and it needs other associated digital developments.

All digital public infrastructure demands the data related to the entire digital system to be accurate to obtain the better and maximum outcome. For digital traffic enforcement, the first and foremost thing is to have the database on address of vehicle registration and driving license to be most accurate and updated along with the mobile numbers included in it. It can also be linked to Aadhar system as well for other social safeguards. Moreover, the address in vehicle registration and driving license must be made to be updated as a mandatory legal requirement every year or even earlier, if the address is changed. All these can be done through a digital app without any physical appearance at the offices of vehicle registration and driver licensing.

This digital public infrastructure is required to be developed and implemented urgently before any system of digital enforcement can be implemented. That is the reason, why there are huge numbers of digital challans for traffic violations are remaining unpaid or unresolved in every so called smart city.

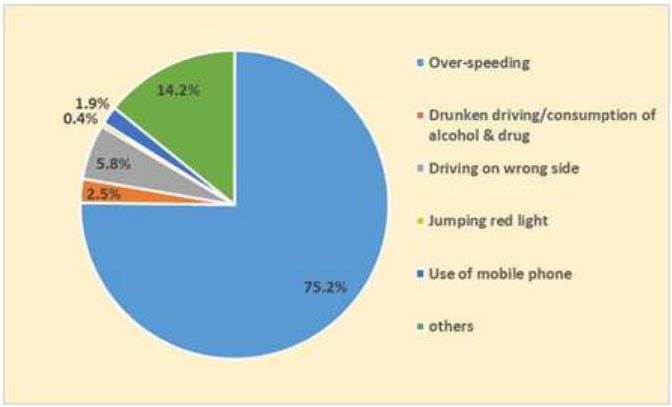
Digital Public Infrastructure (DPI) has emerged as a central theme for all public services, developed through digitisation and digitalisation of data and processes, which is more relevant in a developing country like India with a large band of socio-economic structure of the society. DPI represents a significant advancement in the realm of digital governance and innovation, with its technical design and legal framework. Thus, the transformative potential of DPI should be utilised also for management of traffic aiming to correct the behavioural traits, which are actually responsible for the carnage on road with 1.70 lakh people dying in a year largely for irresponsible behaviours and lack of enforcements against violations.

The main attraction of DPI is primarily its capacity to foster equity and social justice creating a state of non-exclusivity, and they facilitate the delivery of public services with uniform efficiency and transparency without any discrimination. The remarkable progress achieved in DPI by India by leveraging technology for socio-economic development has received international recognition, and it must be deployed for management of traffic (24x7 enforcement) by implementing ATMS for the entire network of 4-Lane or wider of Expressways, NHs and SHs, which may be about 1,00,000 kilometers across the country. The current policies that promote and govern innovation in further development of DPI, with open-source software and open digital resources including APIs facilitating the advancement with new technologies, will be demanded with measures for risk management alongside safeguard for digital information in terms of data protection and privacy. ATMS infrastructure must be developed with all such guarantees for enhanced trust, transparency, and accountability, while also protecting citizen rights.

Title: Tackling Extreme Overspeeding: A Call for Urgent Legal Reform and Citizen-Driven Enforcement

Jasvinder Duhan
Program Manager, IRF-IC

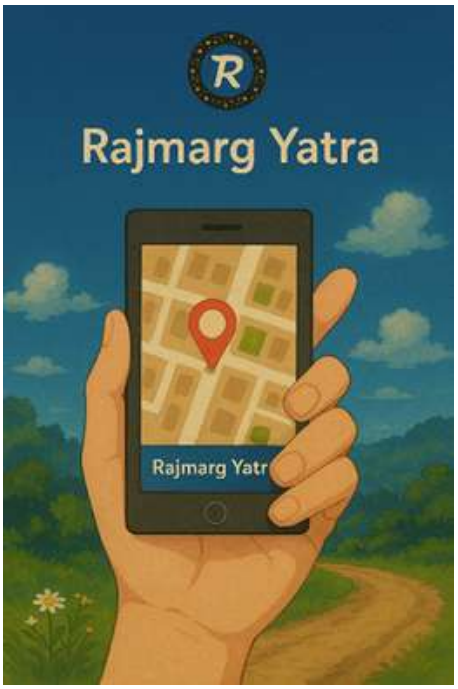
Over speeding has emerged as one of the most alarming threats to road safety in India. It accounts for a staggering 75.2% of road accident fatalities annually, turning everyday commutes into high-risk endeavours. The decision to drive well beyond speed limits is not just a traffic violation—it's a reckless act that endangers lives.



Why Overspeeding Must Be Treated as a Serious Crime

Excessive speeding transforms a vehicle into a potential weapon. When drivers knowingly ignore speed limits by significant margins, their actions echo the intent of severe crimes—placing not only themselves but countless innocent road users at fatal risk.

A strong case exists for treating extreme overspeeding as a 'rarest of rare' offense under the Bharatiya Nyaya Sanhita (BNS) and similar legal provisions. A graded penalty system can help:



- Up to 20 km/h over the limit: Monetary fine
- 20–50 km/h over the limit: Heavier fines and temporary licence suspension
- 50+ km/h over the limit: Criminal charges, imprisonment, and permanent licence cancellation

The Dangerous Trend of Speeding for Social Media Fame

Compounding the issue is the rise in high-speed stunts performed for social media attention. Youth increasingly film themselves engaging in dangerous racing and manoeuvres, often on public roads. These thrill-seeking acts have resulted in numerous fatalities and further contribute to the culture of irresponsibility behind the wheel.

Citizen Involvement through Technology

Public participation is vital in combating reckless driving. Expanding the capabilities of the Rajmarg Yatra app to allow citizens to anonymously report overspeeding or stunt driving can make a significant impact. New features could include:

- Uploading video/photo evidence
- Real-time reporting with location tagging
- Status tracking of complaints

Such tools not only empower the public but also help authorities respond swiftly and effectively

Building a Culture of Accountability

Addressing overspeeding requires a holistic approach that combines legal reform, technology and citizen vigilance. Stricter laws alone won't suffice unless they are paired with mechanisms that promote reporting and enforcement.

The time has come to shift our road culture from one of speed and thrill to one of safety and accountability. With collective effort and the right tools, we can drastically reduce road crash fatalities and make India’s roads safer for all.

“When a vehicle becomes a weapon, justice must treat it like one.”

IRF-IC in News Media

4TH GLOBAL MINISTERIAL CONFERENCE ON ROAD SAFETY

MARRAKECH - MOROCCO

TRAX Road Safety NGO India

www.trafficzam.com

"PROMISE TO COME HOME" - Film by TRAX has been awarded in the Global Road Safety Film Festival during the Conference in the category of **The Best Film For Local Communication** and received international recognition

TRAX's debut at the Global Film Festival has set a new benchmark in purpose-driven filmmaking, demonstrating how an in-house production team can create award-winning content that champions social causes while maintaining sustainability—proving that meaningful storytelling doesn't require massive resources when powered by genuine passion and community vision.

Thank You For Reading

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Despite Road safety audit at all stages of National Highways the national fatality rate not coming down: Sarangi

New Delhi, Focus News: As per the latest year 2024 electronic Detailed Accident Report (e-DAR) out of total 5.7 lakh road accidents in the country 4.6 % road accidents took place in the school zones including colleges "So many accidents and fatalities near a school Zone is a worrisome situation as losing a young child is traumatic for parents' whole life. In the year 2023 India accounted for about 1.72 lakh road fatalities, 60% of the fatalities being of vulnerable road users and 35% being below the age of 35 years' Said Mr D. Sarangi, Director General ,Road Development , & Special Secretary , Ministry of Road Transport & Highways. While speaking at a seminar on Assessment and Management of Road Safety in the School Zone – Who is Responsible?" organized by the India chapter of the International Road Federation (IRF-IC) "DAR" in the context of road accidents stands for "Detailed Accident Report," which refers to a comprehensive document detailing the circumstances of a road accident, usually filled out by the police at the scene, and in the Indian system, the "e-DAR" refers to an electronic version of this report, allowing for faster data collection and analysis to improve road safety initiatives. "The major cause of road accidents in the country is high speed , the higher the speed more the accidents. As mobility is the concern, the Ministry of road transport and Highways (MoRTH) is increasing the design speed of the roads in the country but operating speed will soon beat the design speed soon. Similarly road safety audit is being mandated at every stage of road construction including the operational stage but still our roads are not forgiving . Either our auditors are not capable or consultants are not as serious as safety audits at so many stages the fatality rate is not coming down" said Mr Sarangi. " Despite e-Dar fully operational in the country but accidents in Punjab state not being fully reported . MoRTH has asked the state government to have a relook at the DAR investigations . MoRTH is trying to rectify major black spots on national highways by the end of March 2025 but new ones keep coming up at various locations. All need to be addressed. MoRTH also plans to add road safety in the school curriculum in the coming academic session" Mr Sarangi ssid. "To reduce fatal road accidents worldwide, the concept of forgiving roads is getting popular with zero fatalities. The 5E's of a safe road system include Engineering of Roads, Engineering of Vehicles and Policy Corrections, Education, Enforcement and Emergency care which should be simultaneously carried out on all the roads." Said Mr K K Kapila. President Emeritus, International Road Federation (IRF)

"International Road Federation, as part of its effort to reduce fatal road accidents near schools, is running a safe school zone program and aims to conduct an audit/survey of all 15 lakh schools in the country . In Delhi it has already taken up and completed safety zone measures in Five schools including blue bells The 5E's of safe road operation including Engineering, Enforcement, Encouragement, Education and Emergency care are being fully carried out while construction of the highway is in full swing." Said Mr Kapila. He stressed on the need of adding Aadhar card to Driving Licence so that multiple holding of Driving license could be prohibited in the country.

BUSINESS

by the lower house.

Road Accident Fatality Rate Concerns in India: IRF

New Delhi:

More than 26,000 road accidents took place in school zones, including colleges, in the country in the year 2024, the International Road Federation (IRF) said on Tuesday and expressed caution about increasing number of road accidents.

Addressing an event organised by IRF, the Ministry of Road Transport and Highways Director General (Road Development) & Special Secretary D Sarangi said despite the road safety audit at all stages of National Highways the national fatality rate is not coming down.

"As per the latest year 2024 electronic Detailed Accident Report (e-DAR), out of total 5.7 lakh road accidents in the country, 4.6 per cent road accidents took place in the school zones including colleges," IRF said in a statement.

On calculation, 4.6 per cent of 5.7 lakh amounts to 26,220.

'DAR' in the context of road accidents stands for 'Detailed Accident Report' refers to a comprehensive document detailing the circumstances of a road accident, usually filled out by the police at the scene, and in the Indian system, the 'e-DAR' refers to an electronic version of this report, allowing for faster data collection and analysis to improve road safety initiatives.

Sarangi said the major cause of road accidents in the country is high speed, the higher the speed the more the accidents.

As mobility is the concern, the Ministry of road transport and Highways (MoRTH) is increasing the design speed of the roads in the country, he added.

Sarangi also said road safety audit is being mandated at every stage of road construction including the operational stage but still road accidents are rising.

"Either our auditors are not capable or consultants are not as serious... So, the fatality rate is not coming down," he added.

Road Safety experts for dedicatd lanes and ruthless enforcement for two wheelers in the country

New Delhi, Road safety experts including representatives of manufacturers and Global New Car Assessment Program (GNCAP) attending the two-day workshop on Vehicle and Fleet Safety stressed on the need for a nation have separate lanes for two wheelers and strict enforcement laws for safety of two-wheeler riders and reducing accidents.

"The new powered Two-wheelers (e-two wheelers) are about 44% of the total two wheelers in the country and with no control causing problems for motorists . What needs to be done is have dedicated driving lanes for them which are missing and strict enforcement .This will; help in rider safety and avoid crashes as they are the most vulnerable road users along with pedestrians " said Dr Rohit Baluja, President , Institute of Road Traffic Education (IRTE) while speaking on the subject Challenges to Powered Two wheelers in India .

The workshop has been organised by the New Car Assessment Program (GNCAP) and Institute of Road Traffic Education (IRTE).

"India accounts for the highest number of fatal road accidents with 4.8 lakh road crashes each year resulting in 1.8 lakh deaths , the government's top priority is on road safety , expansion of safe highways and vehicle safety and bolstering electric vehicles. 38% per cent deaths in Delhi are of two wheeler riders .Apart from missing lanes the speed signages for two wheelers are missing in the national capital " said Mr Baluja.

"Two wheelers are the lifeline of major cities in the country despite improvement in public transport and we have to live with them . he only solution is to find ways and means to make them safe with use of technology . The International Road Federation (IRF) has developed a smart helmet which if not worn the vehicle will not start. Similarly with help of DRDO a motorcycle ambulance has been developed and if deployed on highways life can be saved in golden hour. IRF with help of IIT-Delhi has also developed a motorbike with Airbags to save the riders which should be made mandatory for two-wheeler manufacturers " Said Mr K K Kapila, president emeritus , International Road Federation (IRF) while speaking at the workshop.

"Safe technological systems including ABS brakes for all two wheelers cannot be ignored. Consumers in India with most vehicles having GNCAP and BNCAP assessment ratings have a better choice of safer vehicles. It is a good moment towards the UN objective of road safety by 2030." Said Mr David Ward, President Emeritus , GNCAP speaking on the occasion .

"Most Two-wheeler riders know flouting traffic rules can end in an accident, still they flout what is needed is change of mindset, education and strict enforcement . Country has about 30 crore two wheelers but no rule age as in case of cars .High time government should fix life of two wheelers " said Mr Harjeet Singh , Executive advisor, Hero Motocorp ltd while speaking on the occasion .

A 350 cc e-motorcycle fitted with ABS brakes and Electronic stability system was also launched on the occasion .

पिछले साल स्कूलों के आसपास 26,000 से अधिक सड़क हादसे हुए: आईआरएफ

IRF ने वर्ष 2024 में भारत में सड़क दुर्घटनाओं की संख्या में कमी न आने पर चिंता जताते हुए कहा कि स्कूलों एवं अन्य शिक्षण संस्थानों के आसपास 26,000 से अधिक सड़क हादसे हुए।

R.Bharat / Jan 28

कहां होते हैं सबसे ज्यादा सड़क हादसे? सरकार ने पहचान लिया खतरनाक स्पॉट

आईआरएफ ने 2024 में भारत में स्कूलों के पास 26,000 से अधिक सड़क हादसों पर चिंता जताई। तेज रफ्तार मुख्य कारण, सरकार ने सुरक्षा ऑडिट और डिजाइन में बदलाव किए।

News18 हिंदी / Jan 28

Motolance, an Ambulance on Bike star attraction at Bharat Mobility Global expo 2025

New Delhi:

Promoting a safe transportation system requires a holistic approach including Engineering of roads, Engineering of vehicles, Enforcement, Education and Emergency care These 4Es have been realised world over as pillars of success to promote road safety.

India being a developing country accounts for more than 11 per cent of global road accident deaths.India is signatory to the UN declaration to reduce 50% road accidents by the year 2030 Union Ministry of road transport and highways has reduced the target to the year 2025 . International Road Federation (IRF) a global road safety body working for better and safer roads worldwide along with ITS India Forum an NGO as part of its effort to reduce road accident deaths has set up Surakshit Safar (safe journey) pavilion at the ongoing Bharat Mobility, Global expo 2025 with focus on 4E's of road safety.

"The successful implementation of the 4 E's in road safety results in increased awareness, safer road infrastructure, better compliance with traffic laws, encouragement of responsible behavior, and continuous refinement of safety measures. The ultimate outcome is a significant reduction in road accidents, injuries, and fatalities, creating a safer and more secure road environment for everyone" said Mr K K Kapila, President Emeritus, International Road Federation (IRF) .

"Engineering of roads includes regular Road Safety Audit, removing black spots, proper road signages and improved visibility, Engineering of vehicles includes Retrofitting on commercial vehicles (mainly trucks) with Underrun Protection Device (FUPD), Side Underrun Protection Device (SUPD) and Rear Underrun Protection Device (RUPD) Affixing Conspicuity Tapes or retro-reflective tapes/ reflectors on heavy vehicles to improve night visibility. Retrofitment of Anti-lock Braking System (ABS) on existing motorized two wheelers." Said Mr Kapila.

"Strict Enforcement helps discipline on roads and Education includes imparting the road safety education and campaign of the population of all age groups along the selected road corridor is one of the important actions required. "The Emergency care system available along a selected road is one of the critical requirements to minimise fatalities and disabilities due to road accidents/crashes." said Akhilesh Srivastva, President of ITS India Forum and Executive Vice President IRF-India chapter.

"Motorlance and ambulance on a motorcycle is the star attraction at the Surakshit Safar Pavilion. The main features of the Motorlance include it is equipped with a patient chamber with medical box and other essential medical accessories. These include an advanced Air Sanitization Unit, an auto-loading Stretcher transformable into a wheel chair , live monitoring system, GPS tracking, oxygen support and vibration suppression." Said Mr Srivastva.

Mr Nitin Gadkari , Union Minister for Road Transport and Highways (MoRTH) visited the pavilion and lauded the efforts being done to reduce fatal road accidents . IRF urged the minister to install these motorbike ambulances at strategic accident points on highways and expressways.

सड़क हादसों के लिए सिविल इंजीनियर और सरकारी तंत्र जिम्मेदार : गडकरी

नई दिल्ली में आयोजित सम्मेलन के दौरान वार्षिक पुस्तिका का विमोचन करते केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी (दाएं से दूसरे) व अन्य ● पीटी

जागरण ब्यूरो, नई दिल्ली: केंद्रीय सड़क परिवहन एवं राजमार्ग मंत्री नितिन गडकरी ने एक बार फिर सरकारी सिस्टम को कठघरे में खड़ा किया। देश में बढ़ रहे सड़क हादसों के लिए बतौर मंत्री स्वयं को जिम्मेदार मानते हुए उन्होंने दो टूक कहा, इतने हादसों और मौतों के लिए सबसे अधिक जिम्मेदार सिविल इंजीनियर व सरकारी सिस्टम है। डीपीआर बहुत खराब बनती है। एक्सेस कंट्रोल रोड के कम्पाउंड वाल का कोई डिजाइन हमारे पास नहीं है। विभाग के अधिकारियों के प्रति अविश्वास जताते हुए गडकरी ने इंटरनेशनल रोड फेडरेशन से कहा कि रोड सेफ्टी, साइनेज व रोड मार्किंग का अंतरराष्ट्रीय स्तर का माडल तैयार कर दें, सरकार उसे अनिवार्य रूप से लागू कराएगी। इंटरनेशनल रोड फेडरेशन द्वारा आयोजित ग्लोबल रोड इन्फ्राटेक समिट में गडकरी ने भारत में हर साल होने वाले सड़क हादसों और उनमें होने वाली मौतों का आंकड़ा साझा किया। इसे दुर्भाग्यपूर्ण बताया कि सड़क हादसों से सर्वाधिक मृत्यु भारत में होती हैं। उन्होंने कहा, अब मेरी सहनशक्ति खत्म हो चुकी है, जिम्मेदारों के विरुद्ध निलंबन व बर्खास्तगी जैसी कार्रवाई करनी पड़ेगी।

Technology

Motolance, an Ambulance on Bike star attraction at *Surakshit safar* star attraction at Bharat Mobility, Global expo 2025

New Delhi February 18, 2025 Promoting a safe transportation system requires a holistic approach including Engineering of roads, Engineering of vehicles, Enforcement, Education and Emergency care These 4Es have been realised world over as pillars of success to promote road safety.

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Most road accidents happen in India due to small civil mistakes and no one is held accountable, says Nitin...

Union Minister Nitin Gadkari attributes the high number of road accidents in India to defective road designs and faulty DPRs by engineers. He stresses the need for better road safety measures, including using new...

ET Economic Times

4.6% of National Road Accidents occur in School and College Zones, according to 2024 e-DAR

The 2024 e-DAR report reveals that 4.6% of road accidents in India occurred in school zones, including colleges. Despite mandatory road safety audits at all stages of national highway construction, the nationa...

AG Autoguideindia / Jan 28

Hindustan Times @100

Govt aims to reduce road accident rates by 50% by 2030: Nitin Gadkari

By Soumya Chatterjee

Mar 06, 2025 10:16 PM IST

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Gadkari called upon the road construction industry to develop strategies to enhance road safety by adopting newer technologies

Union minister of road transport and highways Nitin Gadkari held engineers largely responsible for the rise in road accidents due to poor planning and design of roads (PIB/)

NEW DELHI: Union minister for road transport and highways Nitin Gadkari on Thursday said the government aims to reduce road accident rates by half by 2030 and said accidents contribute to an economic loss of 3% to GDP.

"India witnessed 4,80,000 road accidents, 1,80,000 deaths, and about 4,00,000 serious injuries. Out of these 1,40,000 accident deaths are in the age of 18-45 years and affecting mostly two-wheeler riders and pedestrians," Gadkari said citing the latest (2022) nationwide data.

The minister was speaking at the inauguration of two-day Global Road Infratech Summit & Expo (GRIS) in New Delhi.

Gadkari also highlighted the need for improved road safety measures and called upon the road construction industry to develop strategies to enhance road safety by adopting newer technologies and sustainable recyclable construction materials.

The minister also said that most crashes in India are due to poor civil engineering practices in road design, construction, and management and improper road signages and marking systems. He suggested that they can be rectified by emulating from what is being practiced in countries such as Spain, Austria and Switzerland.

Substandard detailed project reports (DPRs) also contributed to poor quality of roads, he said.

Stating that road safety is a top priority, the minister urged the industry to collaborate with governments in finding solutions to prevent road accidents, emphasising the importance of education in building safer infrastructure and promoting awareness on safer driving habits.

THE ECONOMIC TIMES

'Faulty Reports and Designs to Blame for Rising Road Mishaps'

Our Bureau

Road transport and highways minister Nitin Gadkari

New Delhi: Road transport and highways minister Nitin Gadkari on Thursday said faulty detailed project reports (DPRs) and faulty road design prepared by civil engineers and consultants are responsible for increasing road accidents and fatalities in India.

Addressing Global Road Infratech Summit & Expo (GRIS), Gadkari highlighted the urgent need for improving road safety measures, strengthening law enforcement mechanism and enhancing emergency medical services on national highways.

"Most road accidents happen in the country due to small civil mistakes and faulty DPRs, and nobody is held accountable," Gadkari said.

The minister also called upon the road construction industry to develop strategies to enhance road safety by adopting newer technologies and sustainable recyclable construction materials.

Even small things like the road signage and marking system are very poor in India, he said, adding India needs to learn from countries like Spain, Austria and Switzerland on ways to improve signage and marking systems and make them world-class.

Pointing out that worst quality DPRs are made in India, Gadkari said the main problem is road engineering, defective planning and defective DPRs.

According to the minister, 180,000 people died in the country due to road accidents in 2023. "Road accidents contributed to an economic growth loss of 3% of GDP," he said, adding the government aims to reduce road accident rates by 50% by 2030.

Gadkari urged the industry and government to collaborate on solutions to prevent road accidents, emphasising the importance of education in building safer infrastructure and promoting safer driving habits.

Road safety experts push for exclusive tracks for two-wheelers'

New Delhi:

Road safety experts, automotive industry leaders, and representatives from global vehicle safety bodies have strongly advocated for dedicated two-wheeler lanes and stringent enforcement of traffic regulations to enhance road safety across India. Speaking at a two-day workshop on Vehicle and Fleet Safety, organised jointly by the Global New Car Assessment Program (GNCAP) and the Institute of Road Traffic Education (IRTE), participants emphasised

the urgent need to address the alarming rate of accidents involving powered two-wheelers (PTWs), which constitute 44% of all vehicles in the country.

Dr. Rohit Baluja, President of IRTE, highlighted the growing presence of electric two-wheelers on Indian roads and the problems arising due to the lack of dedicated infrastructure. "The new powered two-wheelers are on a constant rise without any regulation, creating serious safety issues for all road users. Dedicated driving lanes and strict enforcement of traffic laws are critical to ensure the safety of these riders, who are among the most vulnerable along with pedestrians," he said, during a session on the challenges faced by powered two-wheelers in India.

Citing official statistics, Dr. Baluja pointed out that India records around 4.8 lakh road accidents annually, leading to approximately 1.8 lakh fatalities. "Two-wheeler riders account for 38% of road deaths in Delhi alone. There is an urgent need not only for dedicated lanes but also proper speed signage specifically for two-wheelers in the capital and other cities," he added.

K.K. Kapila, President Emeritus of the International Road Federation (IRF), called for greater integration of technology to improve safety for two-wheeler riders. "Two-wheelers are the lifeline of many Indian cities, and we must find technological solutions to protect their users. The IRF has developed a smart helmet that prevents vehicle ignition unless worn. With DRDO's collaboration, we've also created a motorcycle ambulance that can save lives during the golden hour on highways," he said. Kapila further mentioned that IRF and IIT-Delhi have co-developed a motorbike fitted with airbags, a feature he believes should become mandatory in future models.

by the lower house.

BUSINESS

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As mobility is the concern, the Ministry of road transport and Highways (MoRTH) is increasing the design speed of the roads in the country, he added.

Sarangi also said road safety audit is being mandated at every stage of road construction including the operational stage but still road accidents are rising.

"Either our auditors are not capable or consultants are not as serious... So, the fatality rate is not coming down," he added.

अखिलेश श्रीवास्तव ने अंतर्राष्ट्रीय सड़क महासंघ इंडिया चैप्टर के अध्यक्ष का पदभार संभाला

भारत को सुरक्षित, टिकाऊ और स्मार्ट सड़कों की ओर ले जाना

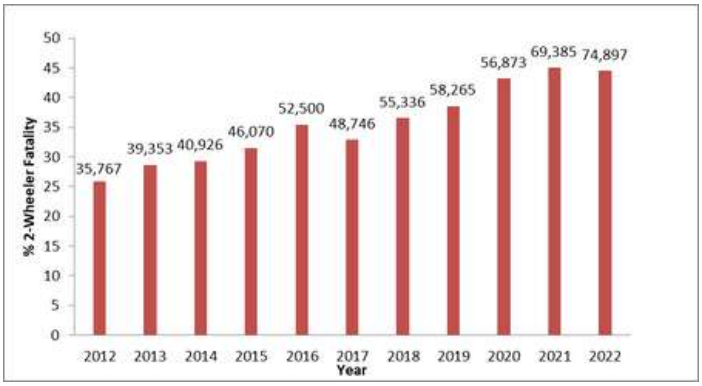
नई दिल्ली, एवरीडे न्यूज संवाददाता। अखिलेश श्रीवास्तव, एक प्रख्यात सड़क सुरक्षा विशेषज्ञ ने अंतर्राष्ट्रीय सड़क महासंघ (आईआरएफ) के भारत चैप्टर के अध्यक्ष का पदभार संभाला है, विश्व स्तर पर सम्मानित टेक्नोक्रेट और सड़क सुरक्षा अधिवक्ता अखिलेश श्रीवास्तव, इस प्रतिष्ठित पद पर दशकों के समृद्ध अनुभव और गतिशील नेतृत्व को लेकर आए हैं। वह वर्तमान में इंटेलिजेंट ट्रांसपोर्टेशन सिस्टम (आईटीएस) इंडिया फोरम के अध्यक्ष के रूप में भी काम कर रहे हैं, जहाँ वे अत्याधुनिक तकनीकों का उपयोग करके भारत में गतिशीलता को नया रूप देने के लिए परिवर्तनकारी प्रयासों का नेतृत्व कर रहे हैं। ये प्रतिष्ठित पद भारत में सड़क बुनियादी ढांचे और सुरक्षा को आगे बढ़ाने के लिए उनकी अटूट प्रतिबद्धता को दर्शाते हैं। के के कपिला, अध्यक्ष एमेरिटस, अंतर्राष्ट्रीय सड़क महासंघ (आईआरएफ), एक जिनेवा आधारित वैश्विक सड़क सुरक्षा निकाय जो दुनिया भर में बेहतर और सुरक्षित सड़कों के लिए काम कर रहा है। इंटरनेशनल रोड फेडरेशन (आईआरएफ) जिनेवा, स्विट्जरलैंड में स्थित एक प्रमुख वैश्विक गैर-सरकारी, गैर-लाभकारी संगठन है, जिसकी उपस्थिति 149 से अधिक देशों में है। दुनिया भर में सुरक्षित, अधिक टिकाऊ और कुशल सड़क नेटवर्क को बढ़ावा देने के मिशन के साथ स्थापित, आईआरएफ संयुक्त राष्ट्र (यूएन), विश्व बैंक, एशियाई विकास बैंक और अन्य बहुपय संस्थानों जैसे अंतरराष्ट्रीय संगठनों के साथ मिलकर काम करता है। आईआरएफ वैश्विक परिवहन नीतियों को आकार देने और सदस्य देशों में क्षमता निर्माण में महत्वपूर्ण भूमिका निभाता है। इसका भारत अध्याय भारत की अनूठी चुनौतियों के अनुरूप बुनियादी ढांचे के विकास, सड़क सुरक्षा और नवाचार को आगे बढ़ाने में एक महत्वपूर्ण शक्ति रहा है।

How to Stop Carnage of Two-Wheeler Riders in India ???

Road safety in India is in peril and the situation is going from bad to worse every year. As per latest available data in MoRTH's report on Road Accidents in India 2022, 1,68,491 persons were killed in road accidents, out of which 74,897 were two-wheeler riders, a whopping 45% of total road deaths. This carnage is continuing as part of a trend as can be seen in the Figure made out of all such records over a decade. It is high time that a causal analysis is carried out to find the real cause and its remedy. Any road user in India would easily identify the cause of high incidence of motorcycle accidents as their unruly behaviour and complete defiance to the normal traffic rules.

In fact, all the lower modes of traffic do not follow any traffic rule in India. This is primarily because the enforcement agency (traffic police) find the population of these vehicles in traffic to be very high, for which they are not able to cope with manual enforcement against their violations. Therefore, the pedestrians, e-Rickshaws, other NMT vehicles are allowed to move on road as they like with complete disregard to traffic rules. In the same way, the proportion of motorcycles is also very large and traffic police avoids enforcing any rule on them. They disregard anyone else's right of way and make moves in traffic stream which jeopardizes the safety of themselves as well as others, and often these appear to be suicidal. The photographs given below show that while all other traffic is made to stop, two-wheelers are permitted to continue to go at an intersection. Similarly, motorcycles frequently use footpaths when the carriageway is highly congested. Thus, police even do not try to enforce any of the rules on motorcycles as their number itself is so large. Except in Delhi the helmet is also not enforced strictly in most other cities and non-urban areas. Any two-wheeler is a motor vehicle capable of moving on road at a very high speed and can be highly hazardous for others. In addition, these two-wheelers are very unstable vehicles and invariably fall in case of impact leading to certain injuries and deaths.

The violations of motorcycles are of different kinds. They drive the motorcycle as if there is no obstruction of any kind on the road with complete disregard for the intersections, red light at traffic signal, other traffic on the road, and congestion in traffic, etc. They intimidate all other traffic of bigger vehicles (car, truck and bus) for getting priority in their movement in traffic, which jeopardizes the normal movement of all other traffic.



This is because motorcycle rider often goes into the gap between two vehicles, overtakes other vehicles from left side and drive in zig-zag path availing various available gaps between other vehicles driven along the normal lanes. Further, when the traffic flow is highly congested, motorcyclists are often seen to be using the footpaths and other such space along the road. Because of the smaller size of the vehicle, motorcyclists are able to encroach upon all such spaces, which can be used by them (but not designed for motorized traffic). Just because of these, the fatalities of two-wheeler riders is the highest, and combined fatalities with pedestrians, e-Rickshaw and all other NMT modes (vulnerable road users) sharing the same roadway space is more than 75% (MoRTH, 2022).

As the traffic discipline is very poor and enforcement is extremely slack and ineffective, in case of an accident also the bigger vehicle is always considered to be at fault by an unwritten rule of investigating police officer. If traffic rule is implemented uniformly for all road users and the responsibility of accidents are fixed correctly like any developed country, the bigger modes like cars, trucks and buses will not have to be always driving with extra caution for saving the smaller modes like motorcycles. In such case, the two-wheeler death per year is likely to be about 2,50,000 till they start to behave strictly as per traffic rules.

The present situation is a serious safety concern requiring special attention from the Government with distinct steps and policies focusing on the problem. The behavioural trait of the road users (especially the minor modes including the two-wheelers) causing all kinds of violations, and resulting in accidents, are to be eliminated by stricter enforcement through 24x7 surveillance and real time monitoring of the traffic. It is possible to enforce several aspects of discipline in road use by digital enforcements (implementing ATMS: Advanced Traffic Management System), which has not been possible so far by manual method. Using camera, sensors and IoT devices all violations of every vehicle using the road can be recorded round the clock (24x7) for 100% enforcement. While all such examples are there world over, the Government should have the will and courage to implement it for a pilot of some 50-100km road, and observe the results with the benefits. National Highways and State Highways (including the Expressways) contribute to more than 60% of the total road deaths in a year. The ATMS is expected to tame the unruly behaviors of the smaller vehicles (especially two-wheelers) to enforce the culture of safe road use making the traffic stream safe and congestion free. ATMS can be used to enforce a host of road safety rules and regulations as well as for efficient operation and management of traffic, as follows.

- Over speeding (by speed camera or speed sensors)
- Unsafe overtaking
- Overloading (of passenger and goods vehicles)
- Contraflow movements
- Pedestrian or vehicles not permitted on expressways
- Disabled vehicle (any unduly stopped/stationary vehicle)
- Animals on the road
- Illegal/wrong parking on road
- Dynamic speed reporting (feed-back sign)
- Compliance to seat-belt & helmet wearing
- Use of mobile phone while driving/riding

One of the methods adopted in some countries in South-east Asia is to provide exclusive lane for the motorcycles, which has been found to be a promising method to improve general safety along the roads, and particularly with benefit of drastic reduction in motorcycle fatalities. Indian Roads Congress has already prepared a standard for development and design of motorcycle lane based on the roadway characteristics and traffic mix. However, the benefits of this option also will be realised only if associated digital enforcement system is also implemented in parallel. ATMS is also a kind of Digital Public Infrastructure (DPI) often talked about for efficiency in governance, and two-wheelers in India needs a stricter governance of traffic rule enforcement

In terms of safety devices to be used while using any type of motorised two-wheelers are existing since very long. The use of helmet and bright retro-reflective jacket by rider are very normal requirements for protection against head injury and conspicuity required to remain visible even during dark hours. Lately in last two years the regulation of keeping headlight on with ignition has also been adopted, which is a regulation in practice in the western countries since a long time. The helmets are also made smarter now-a-days with Bluetooth and Headset for hands-free communication and with special designs for maximum safety and other wearing comforts. A recently added advance feature is the compulsory requirement of wearing the helmet by the rider before ignition of the engine, which is likely to automatically enforce wearing of helmet.

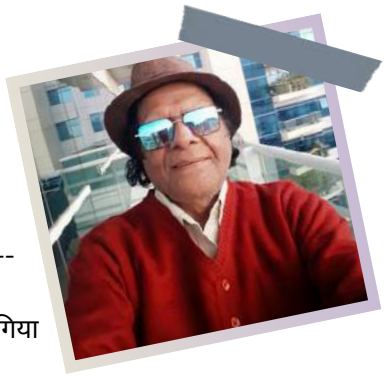
The protection of the motorcycle users by airbags during an accidental fall is also already available. The motorcycle racing community uses helmet and airbag since very long for definite protection. Helmet, gloves, knee, neck and shoulder guards, etc are common protection devices they wear. In addition, there is the airbag vest and jackets already available in various designs (as shown in figure below) to protect vital areas of the body to save the limbs and internal organs. These airbags operate electronically using different techniques of identifying the speed and situation of the fall. These are all reusable airbag utilities. Thus, in view of the massive disproportionate carnage of two-wheeler riders in road accidents in India, all such provisions are also to be made mandatory to save the lives of motorcyclists and the pillion riders.

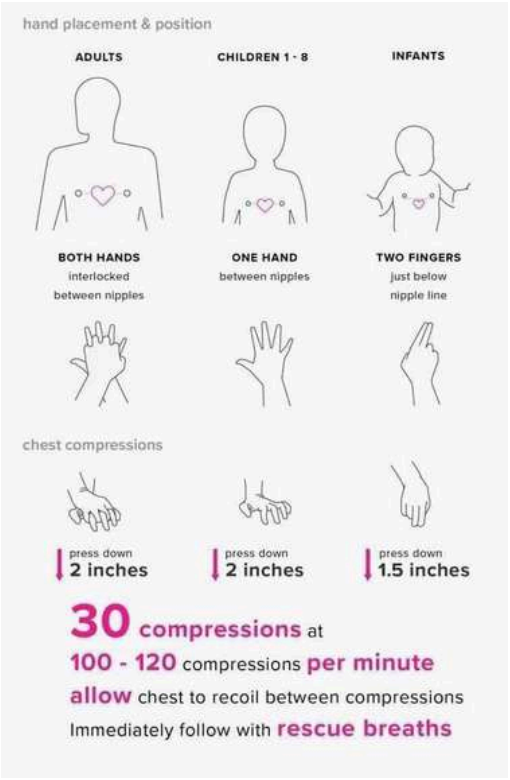
Together we can save millions of lives! **MAKE ROADS SAFE**

Initiative by IRF (India Chapter)

आज का प्रेरणादायक विचार

- प्रो. सुदेश गोगिया





यदि इस दुनियां में सब PRE-DESTINED होता,
तो हम मनुष्यों को बुद्धि व चेतना की क्या आवश्यकता थी?
कल का किया कर्म आज हमारे लिए "भाग्य - प्रारब्ध" के रूप में हमारे सामने उपस्थित रहता।
प्रकृति स्वयं "पुरुषार्थी" का पथ प्रशस्त करती है, दोस्तों!
हम सब को BALANCED होकर स्वयं प्रयत्नपूर्वक जीवन में बढ़ना होता है ...!
इसी को "भाग्य" फलित होना कहते हैं!
इस 21वीं सदी के डिजिटल टेक्नोलॉजी के आधुनिक युग में,
जो भी 💉🔭 वैज्ञानिक उन्नति हुई है,
उसके मूल में SCIENTISTS की सतत् मेहनत व पुरुषार्थ का प्रतिफल है।
श्रीमद्भगवद्गीता में श्रीकृष्ण निरंतर "कर्मयोगी" बन हम मनुष्यों को जीवन में ऊर्जावान बनने का दिव्य संदेश देते हैं।
हम अपने विचारों, कर्मों, चरित्र व आचरण से पुरुषार्थ के पथ पर चलकर,
अपने स्वयं के "भाग्य" का सृजन करते हैं ...

आज बस इतना ही,
हरि ॐ तत् सत्

Did You Know?

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

UPCOMING EVENTS 2025 - 2026

International Road Federation - Geneva

May 7 - May 9

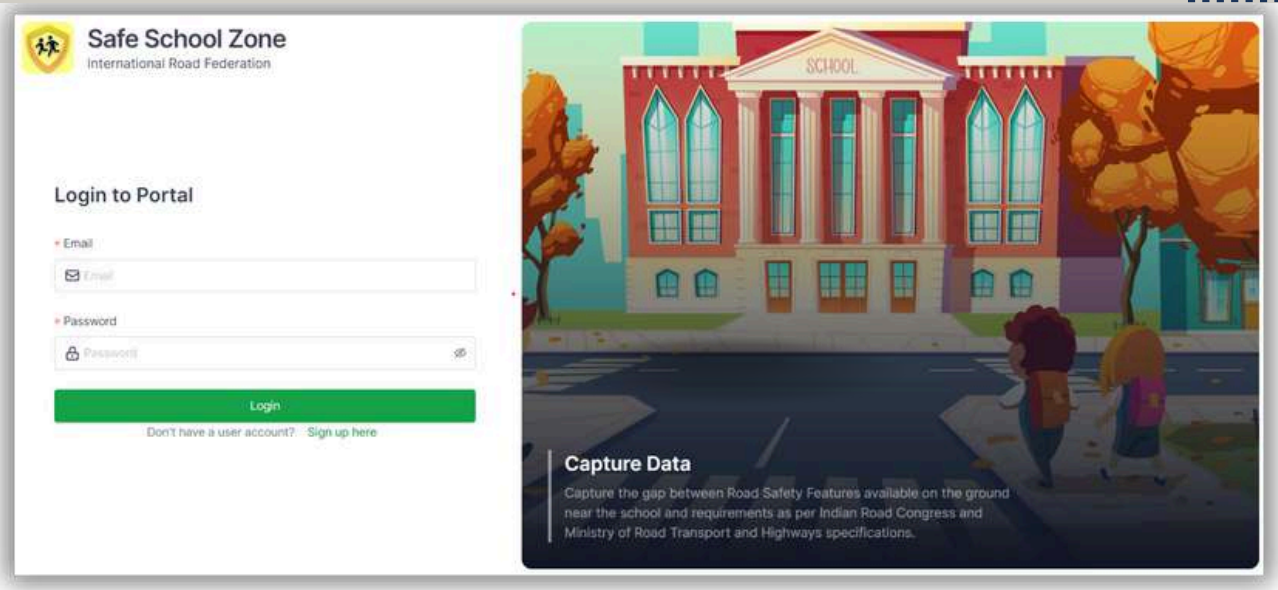
NTRO International Technical Conference 2025

May 25 - May 27

Certified Training Course: Introduction to Road Safety Audits

June 29 - July 3

International Symposium "Navigating the Future of Traffic Management"



We Are Enrolling

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

To Join

CLICK HERE

Members Suggestions

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

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

JOIN OUR MEMBERSHIP

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

Membership basis is on turnover, which essentially is a concept of affordability to pay. IRF-IC membership fee is much less than IRF Geneva fee while you get same benefits worldwide.

Types of Membership

ORGANISATION MEMBERSHIP

INDIVIDUAL MEMBERSHIP

Acknowledgment

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 each issue.

Follow us on

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

International Road Federation (India Chapter)

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Next Newsletter will be released in August.

Designed by:
Ms. Shubhangi Negi

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

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

Click Here