



INDIA CHAPTER

International Road Federation  
Fédération Routière Internationale  
Federación Internacional de Caminos

अंतरराष्ट्रीय सड़क संघ

## NEWSLETTER

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## 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

*Greetings from International Road Federation – India Chapter (IRF – IC)!*

I hope this finds you in the best of health and spirits. As I write this, the world is reeling under the threat to Humanity and all Mankind of the novel Corona Virus-COVID-19. This global pandemic is a manmade disaster of the worst kind and brought about by the lack of respect that Man has been increasingly showing for the Environment. We must all now see the writing on the wall and get together, with self-discipline and dedication to fight the threat of extinction that this virus brings with it. This is all the more necessary given the national Lock-down announced on 24<sup>th</sup> March 2020 by the Hon'ble Prime Narendra Modi in his second address to the Nation. IRF – IC executives are currently working from home to keep their essential work going and among others to bring this Newsletter to all of you. I wish you all good cheer and send you my best wishes to stay safe.

In the past two months, the IRF – IC has been busy with its numerous activities. Despite the dislocation caused by shift of office, we have been impressively engaged in a couple of major seminars & other Project activities.

As usual, we participated with great enthusiasm in the 31<sup>st</sup> National Road Safety Week 2020, which was, as in the past, celebrated once again in January between 11<sup>th</sup> – 17<sup>th</sup>. At the Inaugural Function, held, in Vigyan Bhawan on 13<sup>th</sup> January 2020, the Hon'ble Union Minister for Road Transport & Highways, Mr. Nitin Gadkari did the honours, while the Hon'ble Union Home Minister Mr. Rajnath Singh presided over the function. Both Cabinet Ministers in their speeches had a personal narrative to relate, having been in terrible road accidents, which has increased their fervor to ensure that Road Safety is given the attention needed. Both pledged to ensure the highest priority for working for a zero death scenario. The Film **Rehana**, produced by IRF- IC with CSR support from Maruti Suzuki India was inaugurated at the event and will be showcased across the country.

Our own initiative for the Road Safety week, a National Seminar 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) was held on 15<sup>th</sup> January 2020 at FICCI Federation House. We bring you here, the recommendations of this Seminar, which have been sent on duly to Government of India for their attention & translation into policy.

February saw another initiative – **MoVACon2020**, in which IRF – IC knowledge partnered with LifeLine Foundation of Vadodara. The event in Ahmedabad saw several successful sessions, taking forward IRF – IC major intervention areas. This issue also brings you a flavour of this event.

Prior to MoVACon, I attended the Valedictory function of **Certificate Course on Road Safety Audit & its Related Aspects** conducted by **Sardar Vallabhbhai National Institute of Technology (SVNIT)**, Surat. This was the first follow up RSA programme after IRC announced its new guidelines (2020) and was a good experience. We have also covered this in the current issue.

During National Road Safety Week 2019, IRF – IC had been sanctioned a Project by **MoRT&H** for enhanced First Aid (eFD) for Bystanders, to be carried out on the Delhi Meerut highway. The Project has been completed and we are bringing you a brief report along with details of other activities that we have been engaged with, in the interim.

We have also been working actively with Jindal Stainless Foundation on the Project 'Stain-less Roads' and have completed two of the three components of the Project namely, Road Safety Education in Schools & Bicycle Conspicuity Drive and the third component i.e., Enhanced First Aid (eFD) Programme is underway.

With this, I once again wish you all the best & look forward to happier times ahead, where we can all go ahead together to further our common cause of Road Safety.

Best Wishes

G. Sharan

## Recent Activities of IRF - IC

### IRF Conference on “Trauma Care – a National Mission” 31<sup>st</sup> National Road Safety Week

International Road Federation – India Chapter (IRF – IC), working for better and safer roads, organised a daylong seminar on 'Trauma Care – a National Mission' on January 15, 2020 at FICCI, Federation House, New Delhi, in association with FICCI and with the support of Union Ministry of Road Transport and Highways (MoRT&H), Union Ministry of Health & Family Welfare (MoH&FW), and World Health Organisation (WHO). The Conference was a part of the 31<sup>st</sup> National Road Safety Week in the country (January 11 – 17, 2020).

The daylong Conference was organised to provide a platform to road safety and trauma care experts to discuss trauma care initiatives in India, aimed at saving lives of road accident victims, and to further the role of corporates, NGOs and start-ups in trauma care in the country.

The stellar range of experts at the Conference featured Mr. I.K. Pandey, DG (RD) & Special Secretary, MoRT&H, Gol; Dr. Rajiv Garg, DG (HS), MoH&FW, Gol; Ms. Payden, Deputy WHO Representative to India; Mr. Rahul Chaudhary, Chair, FICCI Homeland Security Committee; Dr. Padma Shree Subroto Das, LifeLine Foundation; Dr. Gaurav Gupta, WHO; Dr. (Prof.) Amit Gupta, Professor of Surgery, AIIMS-JPN Trauma Centre; Dr. Rajendra Prasad, Head – Neurosurgery, Apollo Hospital and many others. With the CSR support of Maruti Suzuki, IRF - IC had produced a film on First Responders & the Good Samaritan Law, which was shown during the Inaugural Session.



*L to R: Mr. G. Sharan, Chairman IRF – IC; Mr. K.K. Kapila, Co-Chair, FICCI Infrastructure Committee and President (Emeritus), IRF; Mr. I.K. Pandey, DG (RD) & Special Secretary, MoRT&H, Gol; Dr. Rajiv Garg, DG (HS), MoH&FW, Gol; Ms. Payden, Deputy WHO Representative to India & Mr. Rahul Chaudhary, Chair, FICCI Homeland Security Committee.*

In addition to the Inaugural Session, the Conference had the following three Technical Sessions:

1. Trauma Care Initiatives in India to Save Lives of Road Accident Victims – Challenges in the Nationwide Implementation
2. Furthering Trauma Care – Role of Corporates and NGOs
3. Firming up National Emergency Care Action Plan for 2020



*Mr. G. Sharan welcoming the Delegates*

Welcoming the delegates, Mr. G. Sharan, Chairman IRF – IC said that among the 5Es of road safety, the E relating to Emergency Care focuses on the after-accident scenario for timely assistance. Timely help during the Golden Hour can save lives and training By standers in related skills needs to be given priority.

***Open Road – Drive Safe to Avoid Dead End***

Mr. K.K. Kapila, Co-Chair, FICCI Infrastructure Committee and President (Emeritus), IRF, said that the need of the hour is to synergise and support each other in this mission of Road Safety for India.



Mr. Kapila delivering Keynote

Dr. Rajiv Garg, DG (HS), Ministry of Health and Family Welfare, Govt. of India, emphasised that in the case of road traffic injuries, preventive measures take a long time to initiate. Improvement in trauma care can bring in a significant change in road traffic mortality and disability, and reduce road-related diseases. “The Ministry understands the urgent need for manpower training in post-crash trauma care. The training of bystanders with first aid skills, will encourage them to help the roadside victims and allay the anxiety of police prosecution, which acts as a barrier to effective bystander response”.

Ms. Payden, Deputy WHO Representative to India, said that there is a need to create a network of all ambulances in the country with one number, so that support and patient care becomes much faster. This will also allow police ambulances to reach the accident spot on time during the Golden Hour. She added that police should also be trained for rendering basic first-aid help and regular training should be conducted to enhance their skills.

Mr. I.K. Pandey, DG (RD) and Special Secretary, Ministry of Road Transport & Highways, Govt. of India, the Chief Guest on the occasion, informed that the Government is in the process of providing first-aid centres at all toll plazas as well as extending it to highways. This will ensure initial medical support in case of road accidents. He added that we need to adopt procedures as are prevalent in many developed countries for faster turn-around in case of any road accident. “We need to come out with statistics and adopt an action plan to bring about the change in our system,” said Mr. Pandey, adding that since almost 40 percent of the total road accidents in the country, occur on national highways, there is an urgent need to take care of lives on the highways.

Mr. Pandey emphasised that the MoRT&H is the nodal Ministry to guide and direct the 3Es, Engineering, Enforcement of the Motor Vehicles Act and Education. “But post-trauma care needs more concerted efforts. This cannot be one Ministry's task, but must be a combined effort of all stakeholders.”



Overview of Delegates

The deliberations during the Session 3 concluded with agreement on actionable and practical approaches for various issues. These have been collated as **Recommendations** and are below:

### Recommendations

#### **Legislation – Policies of GOI (Both at Centre and State)**

##### **Part A – MoRTH related**

- Make first aid trauma training mandatory for all Heavy Motor Vehicle drivers as part of the licensing and renewal of license stages through an amendment to the Motor Vehicle Rules. The renewal process for licensing should test the first aid skills along with the driving skills with a target to cover all HMV drivers in a maximum span of 2 years.
- Good Samaritan provisions – adoption by various states in the footsteps of Karnataka, which is the only state to have

*Life is short, don't make it shorter*

enacted it as a Law. Its propagation and publicity through posters at vantage points, screening of short films at cinemas, TV networks, social media, hospitals, trauma centres and other strategic public areas.

#### **Part B – MoH&FW related**

- Need for enacting an Emergency Medical Services Act in every state of the country, similar to the one enacted in Gujarat in 2007. The Act, once formulated, will automatically include many of the recommendations listed hereunder.

### **2. Shouldering Responsibility and Strengthening Accountability**

- Creation of a Nodal Agency for Trauma Care and demarcation of Responsibilities between concerned agencies to avoid confusion and duplication in the chain on survival process.
- Medical Leadership at the Nodal Agency and Concessionaire levels as trauma care is an evidence based medical science and better managed by doctors, rather than engineers / supervisors, who must act as enablers in a joint effort.

### **3. Enhancing In-Hospital Trauma Care Infrastructure**

- Provision of Minimum Standards of Emergency Departments with a dedicated trauma Emergency and resuscitation area, within the same emergency department, manned by trained and dedicated trauma surgeons / nurses.
- Government of India should enforce opening of separate department of Trauma and Acute Care Surgery, as existing at AIIMS (Delhi & Rishikesh) in all MCI catering specifically to the care of the injured victims.

### **4. Skilled Capacity Augmentation**

- Manpower issues related to care of victims: At site, in hospital and post hospital care.
- *Training of the following towards skilled capacity:*
  - a. Short and long term training of Hospital Nursing and Paramedic Staff in Emergency Trauma Management.
  - b. Paramedics and personnel with need to create a common database for their suitable employment. In this, Internship period of 4-6 weeks should be earmarked for training Bystanders on various National/State Highways to act as First Responders and give them practical exposure.
  - c. Doctors on a regular curriculum must undertake trauma and emergency services during the house job period. One month should be earmarked for Bystander training in a nationwide programme.
  - d. NCC Cadets by including First Responder training in their curriculum
- First Aid care provider course to be strengthened with uniform educational material (as the one released by MoHFW in 2019) across the country and by inculcating available personnel (e.g. trained ex-servicemen) and involving all the concerned population / bystanders, shops at highways, eateries, etc.

### **5. Supporting Infrastructure and Ecosystem at the Ground Level**

#### **Part A – MoH & FW Related**

- Data collection and research are important to validate any policy intervention. Agencies like ICMR can be engaged for data sourcing and analysis.
- Funding for research and data management has to be created.
- Trauma Care should be given the status of Public Health Issue in the country, given that there are annually 1.5 lakh deaths in the country, and 5 lakh injuries due to road accidents, a sizeable number of which are in the age group of 15 to 45 years,. Given appropriate transportation and timely trauma care, about one-half are preventable
- Integration of Trauma Care with other Health Services and not addressing it as a standalone issue is a necessity. Integration of EMS and Trauma Care with other public health issues will also help optimise utilization of resources
- Strengthening Triage / Pre hospital arrival system in the country
- Need for a Trauma Registry and Surveillance System
- Besides training of doctors / paramedics, another important aspect is with regard to provisioning of necessary medical equipment in various hospitals. While expensive machines and equipments are brought in, there is often no trained manpower to run the machines. Therefore, the Purchase Order should include necessary training to handle the equipment as well as should include comprehensive maintenance package for at least 5-7 years for uninterrupted operations and proper utilization of the machines and to gain optimal returns on investment
- Definitive guidelines as per the WHO Trauma Care Guidelines for developing nations to have medical centres graded as per injury status so that patients are taken to appropriate hospitals and not dumped in any medical facility

- Having a separate vertical, looking into Ambulance services – handled by an independent agency with experience of EMS – out of hospital care with competence in medical audits and not hospital based agency
- Trauma care and Emergency care at all level
- Policies of GOI with State Government
- Supporting Infrastructure such as Multiple Ambulance Services, Expensive Medical Equipment

#### **Part B – Creating Awareness about Trauma Care**

- Promoting Trauma Care through:
  - Setting up and registration of a central portal, for example, [www.https://trauma\\_care.gov.in](http://www.https://trauma_care.gov.in), which the public can access for information on trauma care
  - This website to be in multiple languages, with YouTube videos and PDF files, which any one can download, print and get information from.
  - All petrol / diesel receipts should carry the message:

*“Visit [www.https://trauma\\_care.gov.in](http://www.https://trauma_care.gov.in) for learning the basics of trauma care. You can help others. Others can help you”.*

- All fuel outlets in the country where two-wheelers fill-in petrol be mandated by law, to have a display board (minimum 1 meter tall and 2 meter wide for visibility) giving comparative table of fatalities for accidents involving a two-wheeler rider, with or without a helmet, placed prominently where the two-wheeler riders stand while petrol is being filled.

<b>Notional 200 Accidents Involving a Two-wheeler Rider</b>	
100 without helmet	100 with helmet
70 die & only 30 survive	15 die & 85 survive
<b>Wear Helmet in your own-interest</b>	

- A universally accessible common number for early detection and early reporting.
- Development of suitable Application or App, which can address multiple concerns. All existing Apps to be reviewed and a dedicated App free of charge, to be finalised and widely circulated nationwide.
- Training to build capacities for trauma care provision and operations.
- Penetration of Good Samaritan Guidelines to the common public and major stakeholders like Police / Doctors.
- Use of Cinema Halls, Television Networks, Railway Stations, Metros, Social Media for providing wide publicity to Good Samaritan Guidelines.
- Between multiple stakeholders across sectors
- Funding for trauma care
- Between various Government departments (such as NCD and Trauma Care at GOI: DME, DHS, NHM, DMS at the State level).

#### **Part C – Ministry of Road Transport and Highways Related**

- In all estimates of road construction and up gradations, Rs. 800,000 per 100 km or Rs. 8,000 per Km should be allocated for Training of Bystanders on First Aid Trauma Care.
- In all item rate Contracts for Construction of Roads, provisional sum computed on above basis should be provided. No Completion Certificate to be issued without this training being imparted to Bystanders.
- Every BOT or Hybrid project, as part of the Concession Agreement should include Concessionaire commitment to train Bystanders along road stretches under their project. No C.O.D. to be issued without this activity being satisfactorily completed. A National Chemical and Hazardous Goods Road Transportation Registry to be maintained by the Ministry of Road Transport & Highways
- The National Trauma Care Project to be revamped to address chemicals and hazardous goods transportation incidents.
- Concessionaire agreements for NHAI should be changed and made to include facilities by concessionaires to address chemical and hazardous goods transportation incidents, including Fire Tenders, Documentation of Victims, Burns, including Chemical Burns, treatment during transportation, training and PPEs for incident management staff.

## 6. Role of Corporates / Insurance Agencies

- Insurance companies to revisit trauma care to help road crash victims for ease of treatment.
- 48 hours cashless treatment of victims
- Private companies / corporates already doing their bit on drivers training to tie up with Trauma Care Training Units in hospitals, which will have to be duly certified, under a medical protocol.
- Emphasis on rehabilitation and development of support groups for families of road crash victims.
- Corporates to look at Bystander Training and Rehab assistance to accident victims as part of their CSR.

## 7. PM's Ayushman Bharat Scheme

- The Prime Minister's Health Scheme – “Ayushman Bharat” – to be extended to cover road accident victims. A sustained funding to support this could be derived from the following:
- Funds could be derived from one time tax on purchase of vehicles like trucks, buses, cars and all other vehicles under HMV category as well as cars
- A 5-10% cess on petrol / diesel could be earmarked for this activity.

## 2<sup>nd</sup> Motor Vehicle Accident Conference (MoVACon 2020)

IRF India Chapter partnered with Lifeline Foundation, to organize the 2nd Motor Vehicle Accident Conference 2020 (MoVACon 2020) during February 2020. This Conference, endorsed by the Economic Advisory Council to the Prime Minister was the second edition of the Conference, the first edition having been organised in 2008, in partnership with NHAI and MoRT&H. IRF – IC has had a long association with Dr. Subroto Das, Founder CEO of LifeLine Foundation (LLF), who has been conferred by the Government of India with one of India's highest civilian awards, the Padma Shri, for his pioneering work on Highway EMS in India in 2002.

LLF conceptualized the idea of a unified helpline number across India's labyrinth of highways with the aim of reducing the 150,000+ annual highway deaths in India. It has now shifted towards advocating a more inclusive highway accident relief; and its current focus is on actively advocating Bystander First Aid & CPR to enable common citizens to save lives in post-accident trauma and 'out of hospital cardiac arrest'.

The MoVACon Conference was held in Ahmedabad on 20 – 21 February 2020, and focused on the 4Es of Road Safety and aimed to address its multiple dimensions, including the existing challenges and suggesting mitigation measures and response to Road Accidents. The Conference, further sought to leverage on the recently approved Motor Vehicles Act, Good Samaritan Guidelines, Legislation of National Ambulance Code, and to be in line with the MoRT&H's Vision 2020. Vision 2020 envisions transport on roads that is efficient, safe and sustainable, thereby reducing road fatalities by half.

The Conference was endorsed by the Economic Advisory Committee to PM. There were several eminent speakers & panelists, including decision makers in government and corporate houses, academic & research think-tanks, and industrial practitioners from national and international level. Delegates across industries and government agencies made the Conference a great success.

The Conference was inaugurated by Mr. Ratan Watal, Member Secretary, EAC-PM in the presence of other dignitaries including Dr. Subroto Das, Organising Chair, **MoVACon2020**; Mr. K K Kapila, President (Emeritus), International Road Federation; Mr. Yatindra Sharma, Chairman & Managing Director, KHS Machinery, India; Dr. Tamorish Kole, Chairman, Institute of Emergency Medicine, VPS Rockland Hospitals and Scientific Chair, **MoVACon2020**; Dr. S.K. Nanda, Former Additional Chief Secretary, Government of Gujarat, India; Mr. Keshav Kumar, IPS, ADG, Govt of Gujarat & Mr. L.P. Padaliya, Road Safety Commissioner, Gujarat Road Safety Authority.

*Drive safely, you may not get a second Chance*



L to R: Mr. Yatindra Sharma, CMD, KHS Machinery, India; Mr. L P Padaliya, Road Safety Commissioner, GRSA; Mr. Keshav Kumar, IPS, ADG, Govt of Gujarat; Mr. Ratan Watal, Member Secretary, EAC-PM; Dr. S.K. Nanda, Former Addl. Chief Secretary, GoI, India; Dr. Subroto Das, Organising Chair, MoVACon2020; Dr. Tamarish Kole, Chairman, Institute of Emergency Medicine, VPS Rockland Hospitals and Scientific Chair & Mr. K.K. Kapila, President (Emeritus) IRF

The 2 day **MoVACon 2020** conference was structured as follows:

**Inaugural Session:** Mr. Ratan P. Watal, Member Secretary, EAC-PM, in his Inaugural Address talked on *Road Safety Challenges in India – 4 E's of Road Safety– Engineering, Education, Enforcement & Emergency Care.*

#### Plenary Sessions:

- **Session I:** Mr. K.K. Kapila, President (Emeritus), International Road Federation presented on *Global Plan for Decade of Safety Action – 2011 to 2020: How has India Fared?*
- **Session II:** Presentation on *Systemised Approach to Road Safety* was made by Mr. Ashish Chutani, Maruti Suzuki India Ltd.
- **Session III:** Mr. Manohar Bhat, Head, Marketing & Sales, Kia Motors presented on *Vehicle Design: Towards a Safer India*
- **Session IV:** Session on *Strengthening Emergency Care at Grass-root Level : WHO Perspective* was presented by Dr. Gaurav Gupta, National Professional Officer (Injury & Disability Prevention)
- **Session V:** *Aspects of Financing of Innovation for Road Safety* was discussed by Mr. Sanjay K. Randhar, Managing Director, Gujarat Venture Capital Finance Limited.
- **Session VI:** Prof. P. K. Sikdar, Advisor, International Road Federation talked on *Intelligent Transport Systems*
- **Session VII:** Mr. K. Rajeswara Rao, Senior Advisor, EAC-PM presented on *Road Safety – Everyone's Responsibility*



#### Panel Discussions

Four panel discussions brought stakeholders' views on road safety issues to a common platform. All panel discussions were moderated by eminent persons

- **Panel 1:** *Road Safety Legislation: Are we Doing Enough?*
- **Panel 2:** *Road Safety Campaign – Do they really work? Newer Strategies.*
- **Panel 3:** *Enforcement - Plugging the Gaps*
- **Panel 4:** *Emergency Care – the 4<sup>th</sup> E of Road Safety*

#### Talks

Talks were presented in five thematic tracks covering interventions on road safety issues. These tracks centred on

i. **State Interventions for Road Safety** (4 presentations) ii. **Road Safety Innovations by Start-ups** (5 presentations) iii. **Post-Accident Care** (2 presentations) iv. **Mix Bag** covering aspects of behavioral change in road users and responsibility of transport industry (5 presentations) and v. **Case Studies** by NGOs towards approach to road safety issues (8 presentations). A total 24 presentations were made.

Mr. G. Sharan, Chairman, IRF IC chaired the Session on **“State Interventions for Road Safety”** with 4 eminent Speakers focusing on the following topics, *Road Safety Audit – Maharashtra Experience, Accident Research Study – Rajkot, Road Safety Through Engineering by AUDA & Road Safety initiatives of the Government of Punjab.*

- During the Session, Mr. Sharan touched on the following aspects :-
  - Road Safety issues that led to the formulation of IRC guidelines for Safety Auditor
  - Independent multidisciplinary teams as Road Safety Auditors – their role and work
  - From Design to routine Maintenance of roads – with focus on Road Safety
  - Audit of Road works and Audit of Traffic Management – the co-relation thereof
  - Road Safety Advances made in Maharashtra
  - Overall improvements



*Mr. G. Sharan Chairing the Session*

With 59 eminent speakers & 309 delegates representing all stakeholders from road related sectors, the Conference was an indubitable success.

## Chairman IRF – IC at Valedictory Function of Certificate Course on Road Safety Audit

A Certificate Course on Road Safety Audit and its Related Aspects, the first of such courses incorporating the latest guidelines, 2020, was successfully conducted at Surat during 20th January – 05th February 2020 by Dr. Rakesh Kumar, Professor, Civil Engineering Department, SVNIT, Surat. Mr. G. Sharan, Chairman IRF – IC, attended the event as the Chief Guest at the Valedictory function.



*Mr. Sharan Congratulating & Appreciating the Participants*

Inaugurated by Mr. S.K. Nirmal, Secretary - General, Indian Road Congress (IRC) & Former Secretary, International Road Federation – India Chapter (IRF – IC) along with eminent experts



*Prof. P.K. Sikdar at the function*

Prof. P.K. Sikdar, Advisor, IRF – IC & Former Director, CRRI and Mr. Satander Kumar, the participants in the programme included representatives of various reputed national and multi-national firms, Arvee Associates Hyderabad, Infotech Hyderabad, Holtech Gurgaon, Ruky Projects Hyderabad, Geo-design Vadodara, Infinite solutions Ahmedabad, Unique Engineering Services Kutch, Ashirwad Consultancy Vadodara, Jems Multi-Tech Ahmedabad, Mattest Engineering Surat, etc.



*Inaugural Speech by Mr. S.K. Nirmal*

The Course was delivered by eminent experts on a wide range of topics for generating awareness regarding Road Safety & confined not to engineering aspects alone, but also emphasizing the social responsibility aspect.

***Fast drive could be your last drive***



*Participants with Eminent Speakers and Senior Delegates*

The Valedictory Session held on 5th February 2020, was presided over by Mr. G. Sharan, Chairman, IRF – IC & Former Director General (RD) & SS, MoRT&H, GoI, New Delhi and Dr. H.M. Naqvi, CGM (Technical), NHAI, New Delhi. Examining the field trip reports of the participants Mr. Sharan appreciated the course contents and congratulated the participants.

## Steaming Ahead on 'Stain-less Roads' – IRF – IC & JSF CSR Initiative

Taking forward **Project – 'Stain-less Roads'**, its initiative, in association with JSF, the CSR arm of the JINDAL Group, the IRF steamed ahead with the implementation of the components related to *Road Safety Education in Schools, Bicycle Conspicuity and First Aid Training for First Responder Bystanders*.

The **Road Safety Education component** of the Project has focused on interventions in 20 Schools of the Capital, concentrating on communicating the concerns of Road Safety to young children with the strong conviction that children are the best recipients of this knowledge and would contribute to a multiplier impact on parents, teachers and the society at large. 4 interventions in each school have been carried out to form Road Safety Clubs and undertake training of children, parents & teachers and First Aid Training for Transport & Support Staff for various activities.

The Training centred on the following topics:

- Traffic Rules
- Ethical Behaviour on Roads while Driving or Being a Passenger
- Modes and Methods to Promote Safe Transportation Of Children
- Good Samaritan Law
- Concept of Drive Safe – Causes and Preventive Actions – Defensive Driving, Lane Discipline, Overtaking, Parking, etc.
- Knowledge of Road Signs, Fatal Factors Of Accidents – Mobile, Drunken Driving, Speeding, Etc.
- Basic Life Saving Skills / First Aid Training
- Essential Qualities of a Good Driver, Personality Enhancement Modules for good appearance, etiquette, hygiene and communication skills.
- Enhanced First Aid (eFD), Procedures and CPR technique.
- Hands-on Practice for Support Staff and School Transport Team.
- Other Road related Rules and Behaviour.

The **eFD component** of the Project, aimed at inculcating basic lifesaving skills in First Responders, in this case the school support staff and transport teams, has been greatly appreciated by all Schools and there has been a demand for more such training sessions. This component of the programme aims at training pre-identified bystanders who are likely to be the first available at or near the scene of road accidents and timely assistance on whose part would result in saving valuable lives. Among others, imparting knowledge of the Good Samaritan Law, and the concept of the Golden Hour, which is crucial in saving lives on roads, was an important aspect of the training.



The **Bicycle Conspicuity Drive component** to cover 1000 bicycles was undertaken in 5 locations at R.K. Puram, Sagarpur, Mayapuri, Vasant Kunj and Chirag Delhi. The Drive involves affixing retro-reflective Tapes on bicycles to enhance their visibility, in particular during low light / night time and inclement weather, to provide visibility to vulnerable road users. IRF- IC has considerable experience of this activity and has been involved in providing conspicuity to bicyclists in Delhi, Odisha and Andhra Pradesh.



AIS-90 (Standard) retro-reflective tapes of specified dimensions (decided on the basis of experimentation) were fixed on standardized parts of the bicycles (also based on experimentation regarding visibility from all sides, front, rear and sides) for reflecting lights against headlights of vehicles. The commercial vehicle conspicuity standard of color (Red, Yellow and White) as per the Motor Vehicle Act 1988 (also SIAM / international standard) has been adopted for the rear and front sides of bicycle respectively. Existing bicycles are fitted with the plastic round reflectors, which do not serve the purpose they are meant for and when damaged as a result of use, are never fitted again. Moreover, they do not provide the required reflectivity for conspicuity at 100 M distance. Bicycles in India are produced under the Industry Standard, provided by BIS for all the parts. As this is a very important component for the success of the drive, IRF-IC has convinced the Bureau of Indian Standards (BIS) about the identified colour and sizes of the reflective tapes to be affixed on bicycles. BIS has now included the same as part of the bicycle industry standards for the production of bicycles, with retro-reflective tapes affixed by the manufacturers at the manufacturing stage itself.

Through its efforts, IRF-IC hopes to drastically bring down the figure of cyclist accidental deaths to an all-time low.

The **enhanced First Aid (eFD) Training component** is to cover 150 Bystanders in the city. The first of such Training Sessions was conducted on 25th February 2020 at Automobile Association of Upper India (AAUI). Around 50 drivers of commercial vehicles and support staff of AAUI participated in the training and Hands-On Training sessions in various life saving techniques, including ABC and CPR. The Trainers were also briefed in detail regarding the Good Samaritan guidelines and the concept of the Golden Hour.

## Enhanced First Aid (eFD) Training of Bystanders and Personnel Manning Local Amenities on National Highway 24 Delhi-Meerut Stretch

The Ministry of Road Transport & Highways had sanctioned a Project “**Enhanced First Aid (eFD) Training of Bystanders and Personnel Manning Local Amenities on National Highway 24 Delhi-Meerut Stretch**” to International Road Federation – India Chapter (IRF IC) during the 30<sup>th</sup> Road Safety Week 2019.

The Project was aimed at providing training to First Responder Bystanders including among others, Basic First Aid, Initial Assessment & Management of Trauma Victim, CPR and to deliver practical hands-on skills to improve survival opportunities of road crash victims and was customized in particular to handle trauma and injuries, to meet the minimum medical and resuscitation attention required for safe transportation of the patient to a medical care facility.



*Ms. Veena Nabar, CEO IRF-IC Addressing the Trainees at Subharti University*

IRF IC has had considerable experience in delivering this training, having trained around 20,000 commercial drivers and bystanders all over the country since 2015.

The rationale for the Project is that in case of a traffic accident, other road users, nearby citizens, the drivers and occupants of other vehicles, as well as members of road side facilities are likely to reach the victim before any formal qualified rescue service. Competence, capacity and confidence developed in the local community, road stakeholders and road users through eFD training to be first responders for traffic injuries

can have a major impact on reduction of mortality and morbidity on the roads.

The MoRT&H Project has 2 components:-

1. Pre-survey
2. Training

IRF IC carried out the initial Pre-survey between 13<sup>th</sup> to 15<sup>th</sup> February 2019 to firm up locations, training venues and identify and

confirm the participation of local establishments, bystanders etc. However, due to the announcement of General Elections in the country and subsequent applicability of the Code of Conduct, the Training component of the Project had to be postponed.

The Project was again re-initiated in December 2019.

With the inputs and support of DCPs, Meerut and Ghaziabad, the Project restarted in December 2019 and was completed on 13<sup>th</sup> February 2020 at the following 7 locations in the two districts of Ghaziabad and Meerut.

HML Group of Colleges, Duhai; Rajnagar – Morta; Nagar Palika Office, Muradnagar; Modi Sugar Mills, Mohiuddinpur, Meerut; Panchayat Premises, Bhadbhual Village; Subharti University Campus, Bypass Road; Surajmal School Campus, Sakhoti Tiraha Bypass

A total number of 330 participants were covered for training, including personnel of various roadside amenities including Individuals, Residents, Petrol Pumps, Shops & Dhabas, Automobile Shops, Medical Shops, Hospitals, Transporters, Traffic Police, Drivers of Taxis from Taxi stands located along the Highway stretches, University Students and Teachers etc.

Certificates have been issued to the participants.

#### Some glimpse of trainings carried out



The programme was greatly appreciated by the associated institutions and IRF IC has been requested for it to be repeated in greater detail.

### Welcoming New Member

**Bitchem**, is India's 1st venture to be funded by Dept of Science & Technology, Govt of India to become a new-generation road science & technology enterprise. Since its inception in 2008, BitChem has created an undisputed position for itself in the cold paving technology in the country. BitChem is India's 1st and largest Cold-Mix technology company completing more than 8000 kilometers of roads under MoRD's flagship PMGSY and various State schemes.

BitChem promotes Green Roads® philosophy in the roads sector and encourages the usage of cold road paving technologies in the country for reducing carbon emissions resulting from the conventional black-topping practices, eradicating occupational hazards to workers and engage in environment-friendly construction practices yet providing durable and lasting road surfaces.

BitChem is pioneer in products like packed bitumen, bitumen emulsion, and flagship technologies like readymix, coldmix, microsurfacing and other binder products available through India and other SAARC Countries. Further, Bitchem is an "Exclusive Technology Partner" for Cold Mix Technology with the Council of Scientific and Industrial Research (CSIR)-Central Road Research Institute (CRRI).

Bitchem is a recipient of CSIR Technology Award for Sustainable Cold Mix Technology presented by the President of India-Shri Ram Nath Kovind. Furthermore, it holds several other awards like Environment Excellence Award presented by Shri J.K. Mohapatra Former Secy, MoRD, Govt of India and Best Green Technology Award presented by Green Society of India during World Environment Expo, 2019.

We welcome on board BitChem as an Honourable Member of IRF – IC and look forward to their active participation and support in our activities.

*The Safest risk is the one you don't take*



CSIR-Central Road Research Institute

#### Road Safety Audit of 302 Km Agra – Lucknow Expressway by CSIR – CRRI, New Delhi

- Prof. Satish Chandra

The state of Uttar Pradesh in India is ranked at the top in terms of number of persons killed in road crashes. Indian Road Accident data available from November 2017 to February 2019 (16 months) for an important Expressway of the State, the Agra – Lucknow Expressway, shows that a total of 1871 accidents occurred on it during this period. This resulted in 1517 people injured, 406 of them sustaining severe injuries and 118 people dying.

Considering the above alarming statistics, the CRRI undertook a Road Safety Assessment of this Expressway through a Team of its Scientists to determine the following objectives.

- To study the accident pattern on Agra-Lucknow expressway and compare it with other similar Expressways in India or abroad through literature review and available data.
- To study the existing infrastructure, operational characteristics and road crash potential by relevant traffic studies and secondary source data through critical analysis of the traffic flow characteristics, road crash data and then to conduct Road Safety Audit of the entire 302 Km long Expressway.
- To evolve appropriate safety measures and recommendations along with a location wise Action Plan for addressing the safety related deficiencies.

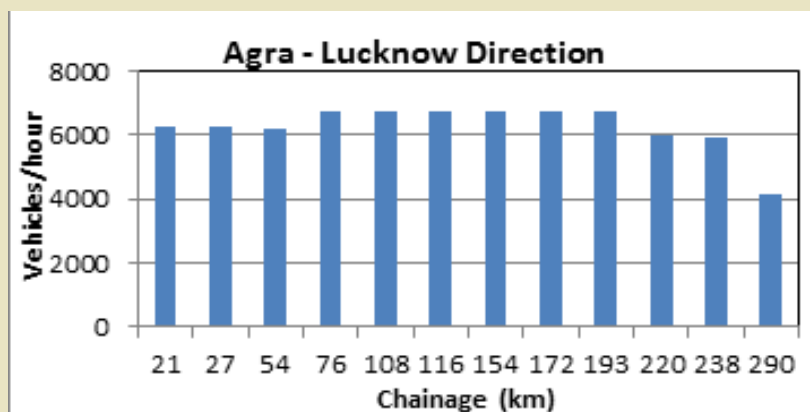


*Typical View of Agra-Lucknow Expressway*

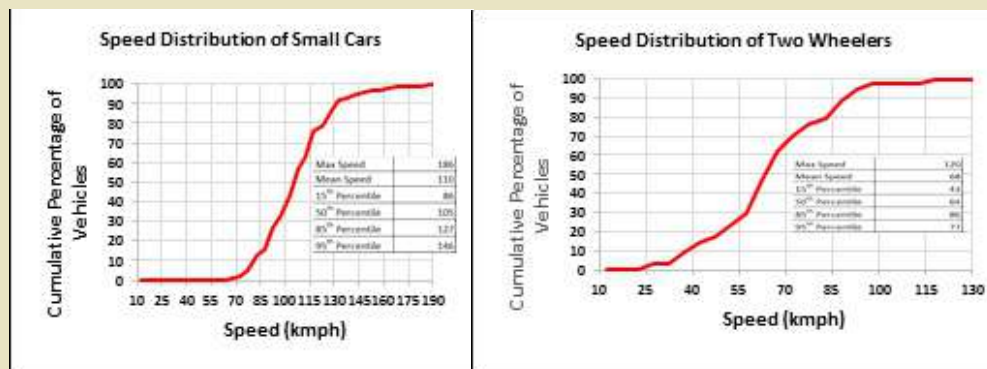
It is found that the Average Directional Daily Traffic Volume on different sections of the Expressway is 6000 - 7000 vehicles per day, dominated by Cars (65%) and Trucks (20%). Two- wheelers, although in very low proportion (3%), were also observed.

Graphical Illustrations of Agra-Lucknow are given below:

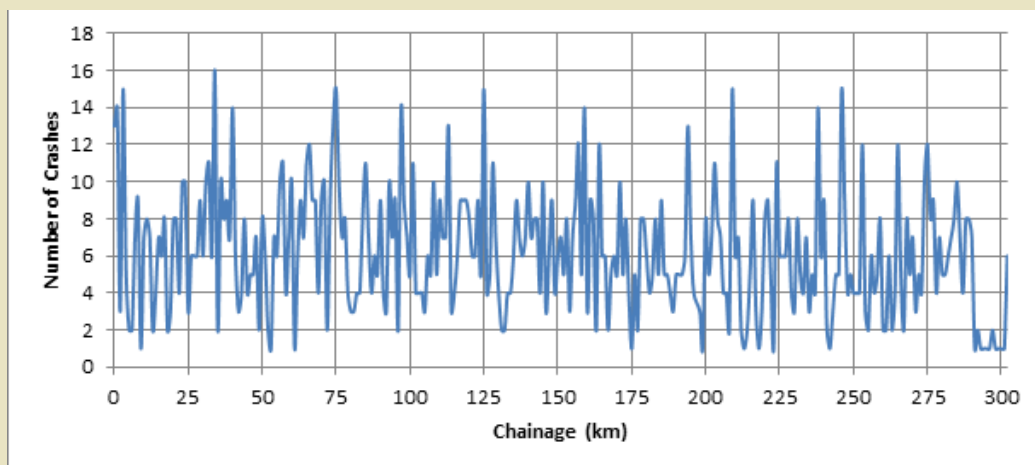
**Illustration 1: Total Traffic volume**



### Illustration 2: Speed Characteristics on Agra - Lucknow Expressway



### Illustration 3: Distribution of Crashes on Agra - Lucknow Expressway



Two important highlights of the audit observations are given below.

- (i) Unsafe Animal Entry and Truck Parking on Expressway

### Illustration 4: Unsafe Animal Entry and Truck Parking Expressway



*Cattle between km 53/700 & km 54/400  
(Agra to Lucknow direction)*



*Un-authorized parking of trucks at entry point  
between km 26/800 to km 27/300 in Agra to  
Lucknow direction*

- (ii) Safety Provisions at new access points

The access (Entry/exit) locations should be treated as per IRC: SP-99 (2013) "Manual of Specifications and Standards for Expressway" or IRC: SP-87 (2014) titled, "Manual for Specification and Standards for Six Laning of Highways through Public Private Partnership".

#### Illustration 5: Safety Provisions at new access points



*Unsafe Access Point merging without merging sign and gore area markings at km 266/500*



*Unsafe Isolated Rigid Concrete Barrier around electric poles in km 290/000 to 290/500*

The report gives an account of the traffic studies and the findings of the Road Safety Audit along with the suggested measures to be implemented to improve safety.



**Frost/Water Resistant Stabilized 18 km PMGSY Road, Kargil, Jammu & Kashmir**

Road from Archoo to Batambis, running at an altitude of 2676m, was constructed in April 2018, by National Rural Road Development Agency (NRRDA) & Jammu Kashmir Rural Road Development Agency (JKRRDA) using Zydex Design, that has been proven to actualise benefit of longer pavement life, using substantially reduced quantities of aggregates.



#### Technology Benefits

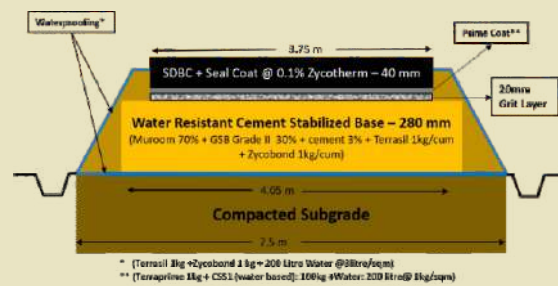
- Water & Frost Resistant Soil Aggregate Layer constructed with 77% lesser aggregates, and CBR of 100%
- Elimination of 50mm BM layer
- Use of locally available soils
- Faster Construction

*A little care makes accidents rare*

### Conventional Design



### Zydex Design 77% Lesser Aggregates



Performance Evaluation was undertaken while the road was under 100 inches of snow. The Soil Base was checked for dimensional stability strength & water percolation by removing the bituminous layer.

- ✓ CBR>100%
- ✓ No moisture ingress
- ✓ No potholes
- ✓ No loss in strength



Avery Dennison

### Indian Roads Congress (IRC) Technical Exhibition: Participation by Avery Dennison

Avery Dennison India participated in the 80<sup>th</sup> Annual Session of Indian Roads Congress (IRC), held in Patna from 19<sup>th</sup> to 22<sup>nd</sup> December 2019.

Inaugurated by Mr. Nitish Kumar, Chief Minister of Bihar and Mr. Nand Kishore Yadav, Minister of Road and Construction Department, Bihar, the technical sessions and exhibition were attended by thousands of experts and delegates from all across the globe, who brainstormed and exchanged best practices on constructing world class roads in India. The footfall at the 100 plus booths set up by various private companies associated with the road industry across the country was very encouraging. Many Indian and foreign companies had exhibited their products and technology and various government departments and undertakings also showcased their achievements at the exhibition.

### Highlights of the booth:

- TrafficJet™ Plus print system**-The No. 1 selling, most accepted, digital traffic sign printer for specification-compliant and warranted traffic signs around the globe. This solution was appreciated for its longer warranted life, ability to print intricate designs and enhanced performance.
- Visiflex™**- Highly reflective vinyl, which provides striking and bold reflectivity to critical safety and emergency vehicles. This is an excellent solution to make these vehicles highly reflective so that they are conspicuous and stand out.
- Variable Message Sign (VMS)** - A digital system to display real time information. This display system intrigued visiting officials as it is completely customisable and configurable and offers a wide range of display options.



*Drive, don't Fly*

The booth was visited by Sh. Nitish Kumar, Chief Minister of Bihar who highly appreciated the Traffic Jet printing system and encouraged the Public Works Department (PWD) officials to promote digital printing for sign making in the state. The live demonstration of digital printing on reflective sheeting attracted officials and delegates who were impressed with the superior quality and fast pace of printing. They also showed interest in the Visiflex reflective vinyl, which is highly effective in making the emergency vehicle stand out.

The massive turnout at the booth included more than 500 officials (PWD engineers, converters and road contractors) who showed great interest in the exhibited products.



*Sh. Nitish Kumar, Chief Minister of Bihar visiting booth at the exhibition*

## Avery Dennison going **Digital** through Variable Message Signs (VMS) in the ever evolving world of Traffic Signage

In this world and age where everything revolves around automation, digitalization and going real time, most organisations are keeping pace by evolving and upgrading their products and technology. Avery Dennison can boast of a multiplicity of success stories on innovation and implementation of new technology to help change the face of traffic signs around the world.



Avery Dennison India has launched the Variable Message Sign (VMS) and had a breakthrough in project execution with one of the smart cities. VMS is an electronic traffic sign used on roadways to provide real time information like distances, weather conditions, crashes, alternative routes and any other road incident to the road users. This system is amenable to customisation and can be configured as per individual requirement through integration of the LED display of the VMS with a user friendly totally configurable software. With its commitment to being a *one stop solution* for all road safety requirements Avery Dennison equipped with this technology, is a brand to watch out for.



*Drive carefully, to live joyfully*

## Upcoming Events



### [IRF General Assembly and Spring Board of Directors Meetings](#)

April 22 @ 10:00 am - 1:00 pm CEST

Conference Call



### [IRF Workshop on “Resilient Road Infrastructure. How to plan, build and manage for current and future challenges”](#)

April 22 @ 2:30 pm - 3:30 pm CEST



### [IRF Online Workshop on “Unleashing road infrastructure potential for Cooperative, Connected and Automated Mobility \(CCAM\)”](#)

April 23 @ 3:00 pm - 4:30 pm CEST

Web Conference Go To Meeting  
RSVP Now Free



### [IRF Session at the Second United Nations Global Sustainable Transport Conference](#)

May 5 - May 7

Beijing, China TBD



### [IRF Session on “Digitalisation of Road Infrastructure” at the ITF 2020 Summit](#)

May 27 - May 29

Leipzig, Germany



### [Movin'On Summit by Michelin](#)

June 3 - June 5

Montreal, Canada



### [TRB International Symposium on Highway Geometric Design](#)

June 28 @ 8:00 am - July 1 @ 5:00 pm CEST

Amsterdam, the Netherlands



### [39th Annual Southern African Transport Conference](#)

July 6 - July 9

CSIR International Convention Centre  
Pretoria, South Africa

## 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](mailto:india@irfnet.ch)

Website : [www.indiairf.com](http://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.

## Safe Behavior on the Road is an Attitude



## Please Have it !!