



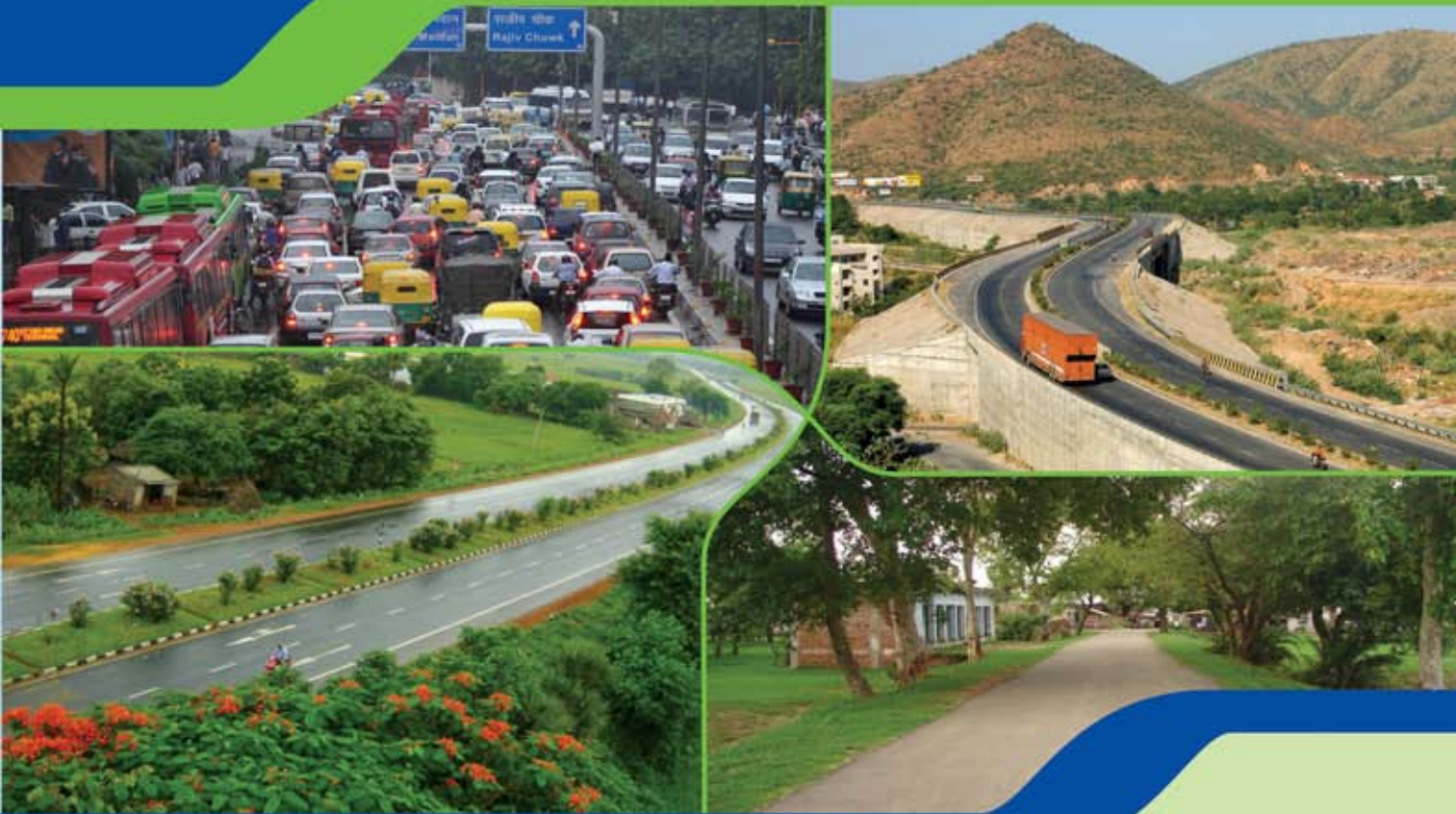
8th IRF Regional Conference

Road Infrastructure for Safe Mobility

India Expo Centre, Greater Noida, Delhi NCR

Organised by :

International Road Federation -India Chapter



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Supported by :



World Bank



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Ministry of Road Transport and Highways
Ministry of Urban Development
Ministry of Rural Development
(Government of India)



Central Road Research Institute

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8th IRF Regional Conference

The 8th Conference in this series of IRF Regional Conference will have the theme of '**Road Infrastructure for Safe Mobility**' to address the critical issue of the requirements of safer roads. This will provide a platform to deliberate and resolve all pertinent issues of safety related to road infrastructure, as follows:

- Safety concerns of high speed roads
- Design for safety in urban and rural roads
- Intersection design for higher safety
- Technology for managing traffic & safety
- Road safety management capacity
- Safety of vulnerable road users
- Enforcement issues linked to road safety
- Infrastructure safety through RSA
- Safety in roads PPP projects
- Organizational coordination for road safety
- Road safety awareness campaigns
- Monitoring and evaluation of road
- Safety projects
- Research in road safety



India's infrastructure development programme is highly appreciated by the world communities and it has changed the perception about India's infrastructure sectors totally. While earlier Plans also have made systematic efforts for the same, the 12th Five Year Plan (2012-17) has envisaged a

Conference Venue

The conference will be held at **India Expo Centre and Mart**, Knowledge Park II, Gautam Budh Nagar, Greater Noida 201306, Delhi NCR.

Conference Registration

Registration fee*	National	Overseas
IRF Members	₹ 10,000	€ 600
Non-IRF Members	₹ 15,000	€ 900

* Early Bird Discount of 10% upto 15th July, 2013.

Conference Sponsorship

Sponsorship Category	INR (₹)	EURO (€)	Complimentary Facilities
Principal Sponsor	7,50,000	11,000	Six delegates, one colour page in Souvenir and 9 sqm exhibition stall
Sponsor	4,50,000	6,500	Three delegates & one colour page in Souvenir
Co-Sponsor	2,50,000	3,600	Two delegates & one colour page in Souvenir
Lunch Sponsor	4,50,000	6,500	Three delegates & one colour page in Souvenir



US\$ 1 trillion equivalent investment in infrastructure sector, with about US\$ 300 billion expected to be the share of road sector, which has seen a quantum shift in the policies over last one decade. Within just one decade, the mobility scenario of the country has been completely changed by the major programmes of the Government like NHDP, PMGSY, JnNURM and other state road projects. The global recession also could hardly touch the India's economy only because of the committed and vibrant infrastructure programme that was under implementation. Thus, Indian economy is steadily growing in a sustained manner at 8-10%, and to maintain it, the infrastructures will have to be further improved as well as made smarter and efficient in the coming time.

The major part of the large and diverse network of 4.2 million kilometres of road network in India is requiring substantive upgradation for providing uniform mobility to the 1.2 billion people across the country. At the same time, India's sustained and high economic growth has fuelled fast urbanization, which has further aggravated the demand scenario for road transport across rural and urban India. The country has 53 cities with more than 1 million population (2011 Census) and



it is likely to grow to 70 in next two decades. On the other hand, India is producing now all types of passenger and commercial vehicles indigenously and it is fast becoming a major manufacturing hub of motor vehicles in the world. This, along with sustained growth of the economy, has fuelled the high growth in vehicle ownership also, particularly in urban areas, which is creating further problems of congestion and pollution.

Road safety outcomes of all the road sector developments have been extremely poor. With 142,000 road fatalities in 2011, India's record of road safety is at an alarming level in the world. A very systematic action plan is therefore required to tackle this man-made calamity. It is estimated that India loses 1-2% of its GDP due to the road

Objectives of the Conference

Every year, a large number of people are killed and injured on roads in developed and developing countries, and 90% of those are in less developed countries. With rising purchasing power of average Indian, motorized vehicle ownership is growing at a fast pace both in urban and rural areas of the country. The poor and inadequate public transport provisions in the cities, particularly the second-order cities, also have compelled the population to use private modes more often than what it should be. India has the dubious distinction of having the highest number of road fatalities in the world. More than 142,000 people met violent death in 2011 on roads in India, a significant share being for the new generation high speed roads. Moreover, one of the critical dimensions of road safety problem in India is the poor public education and awareness in respect of road safety.

UN General Assembly proclaimed a Decade of Action for Road Safety 2011-2020 with a goal of

stabilizing and then reducing the projected road traffic fatalities by 50% by the end of this decade. Safety is supposed to be built into the road traffic system by traffic engineering practices, which are yet to find their appropriate place and due importance in road system developments and operations in India. Therefore, road safety issues are mainly linked to poor road geometry and poor traffic control, aggravated by extremely poor or absence of traffic discipline.

The daunting task of reducing road fatalities requires a multi-pronged approach with structured plan of actions. IRF India Chapter has already been championing the cause of road safety, and has taken up the task to sensitize general public, planners and engineers, road managers, enforcement agencies and all other stakeholders to tackle this man-made calamity with extra zeal and passion. The Conference aims to bring out the required know-how and technologies as available in the world as best practices for improving road safety in India.

accidents, which is more than Rupees 100,000 crores (US\$ 22 billion) every year. The UN Decade of Action provides for a framework to make concerted effort by every nation including India to comprehensively address this human tragedy, which is spreading like an epidemic.

The scientific analysis of accident data in India and developed world has shown that in 50-60% of the road accidents/ crashes, the infrastructure has a strong influence on the failure of the driver, and therefore, it is necessary to build not only roads, but safer roads, duly considering all human limitations.

The conference shall be attended by officials and executives from central and state government organizations (road authorities), transport departments, concessionaires, contractors, legal and insurance officials, enforcement agencies, researchers, academicians and NGOs. It is the responsibility of all stakeholders of the road sector to assist the government to formulate and implement a practical action plan to ameliorate the dubious distinction of India in the road safety carnage.

An important feature of the Conference will be the

The objective of the eighth conference in this series is to seek appropriate solutions specifically for road infrastructure developments, where both mobility and safety objectives are to be carefully balanced. It will deliberate on the themes of particular concern for road infrastructures being developed around the world with lack of built-in safety.

Benefits to Participants

Eminent experts with varied experience on road safety will make presentations and help assist in developing the targeted actions for achieving road safety in the development of infrastructures making them befitting to the environment. The Ministries of Government of India are going to participate in the Conference as the key stakeholders involved in the two major road development programmes in India, along with

parallel 2nd Edition of InterTraffic India-2013 Exhibition, which would provide an exposure of the latest developments in traffic and road safety technologies. Both international and local



organisations from India will showcase their state-of-the-art products and services with a view to demonstrate those to all the participants. It is the world's largest chain of Exhibition on traffic technologies.

other public and private sector organizations and NGOs involved for the cause of road safety.

The delegates will get ample opportunities for one-to-one interaction with experts, other participants as well as exhibitors, besides renewing contacts and networking, and for seeking solutions to their specific problems. At the end of the Conference, the delegates are likely to go back highly benefitted on the professional front and with memorable experiences in India.

Along with the 8th IRF Regional Conference, the 2nd edition of InterTraffic India 2013 will also be held bringing all advancements and innovations in traffic technology from all over the world, under one roof. It will be a truly rewarding experience for one and all.

Tentative Programme Structure

3rd October, 2013, Thursday

Duration (hrs.)	Title/Theme/Activity
0900-1600	Registration
1630-1800	Conference Inauguration and Programme Overview
1800-1900	High Tea

4th October, 2013, Friday

Duration (hrs.)	Title/Theme/Activity	Topics of Presentation
0900-1200	Registration	
0930-1130	PLENARY SESSION Building of Safe Roads: Safety First Approach	Safe Mobility on Highways & Expressways Safe Mobility on Urban Roads Safe Mobility on Rural Roads Non-Engineering Measures Institutional Strengthening & Financing
1130-1200	Tea/Coffee	
1200-1330	TECHNICAL SESSION I Planning, Design and Operation of Urban & Rural Roads for Safety	Safety for NMT and Pedestrian Traffic Calming Measures Built-in Safety Traffic Intersection in Urban Areas
1330-1430	Lunch	
1430-1600	EXHIBITORS SESSION I	ITS and Traffic Management
1600-1630	Tea/Coffee	
1630-1800	TECHNICAL SESSION II Planning, Design and Operation of Highways and Expressways	Land Constrained Locations / Areas Road Safety Audit Intersections and Grade Separators Traffic Control Measures

5th October, 2013, Saturday

Duration (hrs.)	Title/Theme/Activity	Topics of Presentation
0930-1100	TECHNICAL SESSION III Safety through Technology	Fleet Operations / Management Vehicle Safety Systems Intelligent Transport System Real Time Enforcement
1100-1130	Tea/Coffee	
1130-1300	EXHIBITORS SESSION II	Parking & Safety Systems
1300-1400	Lunch	
1400-1530	TECHNICAL SESSION IV Institutional Strengthening & Financing of Road Safety	Socio-Economic Cost of Road Accidents Capacity Building in Urban Local Bodies (ULBs) & Road Authorities Strengthening of Legal Provisions Innovative Funding
1530-1600	Tea/Coffee	
1600-1730	TECHNICAL SESSION V Road Safety Strategies	Integrated Road Safety Plan Lessons Learnt / Success Stories Safety Research and Project Delivery Action Plan for Decade of Action
1730-1830	PANEL DISCUSSION - Safety First Approach: The Way Forward Panelists: MoRT&H, MoUD, NHAI, NRRDA, Consultants, Contractors, Concessionaires, Academicians, Research Organizations, NGOs and Urban Development Authorities Conference Recommendations - Conference Chairman	
1830	High Tea	

About IRF

The International Road Federation (IRF) is a not-for-profit worldwide federation of public and private entities promoting road development to improve the socio-economic benefits. Its membership extends across more than ninety countries in six continents. The IRF offers its members an international platform in the road sector. Members come from consulting engineering and planning,

construction, highway concessions and operation, equipment manufacturing, universities and research institutes, road directorates and ministries in charge of transportation infrastructure and communications. To the governments and financial institutions, the IRF provides a wide base of expertise for planning road development, strategy and policy.



About IRF India Chapter

International Road Federation has been active in India since 2005. On maturing the roots, IRF India Chapter was established on 5th February 2009 under the aegis of IRF Geneva Program Centre. It is registered under the Societies Registration Act XXI of 1860 as an NGO with its aims and objectives in consonance with the parent body IRF. Therefore, India Chapter has formulated its activities about advocating for economic, safer and sustainable roads through improved design, construction, maintenance and management. It is bringing together Indian members engaged in road infrastructure related business from both private and public sectors. It also contributes to the credibility, recognition and qualities of Indian road professionals, and continues to work in special areas of expertise, such as (i) Road Safety (ii) Environment (iii) Road Finance and (iv) Intelligent Transport System (ITS).

India has embarked on a huge road development programme, and these have surely changed the manner in which the roads were built in the past. All these developments are required to be compliant to the highest level of safety to make forgiving roads only. IRF India Chapter has taken up the theme of Road Safety as its Mission. It has been able to convince the Ministry of Road Transport & Highways about the serious concern of road safety in India which is having highest number of road fatalities in the world. It organizes the Annual Conference on road safety theme with the support from the nodal Ministry of Government of India, and this series of conferences is recognized as the most coveted road safety conference in the region with participation from both developed and developing countries. Further, it has adopted a multi-prong approach to its advocacy for improving the road safety scenario in India.



India Chapter

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