



7th IRF Regional Conference

Road Safety in Urban and Rural Roads

1-2 November 2012

Manekshaw Centre, Swarna Jayanti Marg
Delhi Cantt., New Delhi, India



Organised by :

International Road Federation - India Chapter

Supported by :



World Bank



सत्यमेव जयते

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



Federation of Indian Chambers
of Commerce and Industry



Central Road Research Institute



Indian Roads Congress



www.indiairf.com

7th IRF Regional Conference :

Road Safety in Urban and Rural Roads

India, for last two decades of globalization, has been constantly striving to upgrade its infrastructure including the road network, which is the second largest road



network in the world. India has about 3.3 million kilometers of road comprising National Highways (NH), State Highways (SH) and other roads in rural areas, in addition to urban roads. Government is planning an investment of US\$ 1 trillion in the 12th Five Year Plan in the infrastructure sector, and a significant share is going to be for roads in urban centres as well as rural India. While 70% of India's population lives in rural areas, the urban areas are the engines of growth for the nation and 70 urban centres will have population more than 1 million by 2021. Government of India, therefore, rightly has plans and programmes in place for improving the infrastructure in both rural India as well as urban areas. The urban roads are classified into arterial, sub-arterial, collector/distributor and local/residential roads. Similarly, the rural roads in India are the tertiary level roads for connecting the villages to the higher categories of road, other than NH and SH. In this context, the two most significant programmes of the Government, viz. Jawaharlal Nehru National Urban Renewal Mission (JnNURM) and Pradhan Mantri Gram Sadak Yojana (PMGSY) are well known. These development programmes compliment the National Highway Development Project (NHDP) for creation of an efficient hierarchical system of road network including high speed roads across the whole country. All these, in just about a decade, have completely changed the mobility and accessibility scenario in the country.

The JnNURM has aimed to upgrade the urban infrastructure through a systematic all round improvement strategy for ultimate objective of making it efficient. Efficiency of

urban life depends, among others, on its transport system efficiency, and accordingly the Mission is aimed at revolutionizing the urban transport infrastructure by modernizing the public transport system, supply and services. Through the adoption of National Urban Transport Policy (NUTP), the Mission has attempted to induct a range of highly efficient and productive public transport technologies in some 65 cities of the country along with a series of reforms in Urban Local Bodies (ULBs), which has positive impact on safety situation. Similarly, the PMGSY has reached out to the remotest corner of the rural India with all-weather roads, which are scientifically designed and delivered with quality. The improved access to the rural India has transformed the village life, and within last one decade it has been converted to a great enterprise with exploitation of its enormous potential.

All these developments have their fallout in different ways. One serious impact has been on the road safety in the urban and rural (village) roads, especially due to increasing density of traffic because of fast growth of vehicle ownership fuelled by all-weather access, and several other reasons. As of now, the fatality on urban and rural roads in India account for 36.6% of the country's 135,000 road deaths every year, while 42.7% of all injuries inflicted to road users due to road crashes are occurring on urban and rural (village) roads.



While the urban areas, especially the major cities are striving to induct advanced technologies for managing traffic, so as to improve safety, the rural India still lives with age old traditions and technologies and faces serious safety problem due to fast increasing motorization.

On the other hand, fast industrialization and associated high rate of growth in GDP has fuelled accelerated urbanization caused by migration, especially the concentration of urban population in million-plus cities, which has caused enormous pressures on urban transport system

leading to serious congestion and the consequent rise in road safety problems. Government's JnNURM programme and many other initiatives are trying to combat the road safety problems by adopting both technological advancements and reforms in urban transport management.



The all-weather roads in rural India have no doubt provided excellent accessibility and mobility to the rural population creating enormous scope to exploit the business potential of rural areas. Within just one decade, the scenario of motorized vehicle fleet in rural India has completely changed along with the good all-weather roads. In absence of required enforcement and control on traffic and with poor road discipline, the accident situation is worsening in rural (village) roads also. This trend needs to be reversed by adoption of self enforcing designs and appropriate public education campaigns.



IRF India Chapter has already organized six conferences, systematically covering road development, safety and mobility, measures for accident prevention, institutional strengthening required for road safety, and road safety strategy and action plan. There is global concern on road safety, and the countrywide programme should tackle the safety issues of urban and rural (village) roads as well. The Conference, spread over two days, will be addressed by eminent experts in the field of road safety for urban and rural roads, and it will provide a platform for all stakeholders to have interactions, to evolve strategies and action plan to realize improved road safety.

The Conference will deliberate on various themes related to urban and rural roads, which will assist in developing a structured programme for addressing the road safety issues.

- Road Safety Policy for Urban and Rural Areas
- Planning & Design of Infrastructure for Road Safety
- Institutional Set Up for Road Safety Management
- Road User Behaviour and Road Safety
- Road Safety Public Education and Campaign
- Emergency Services System for Accident Victims
- Vehicle Safety and I&M Regime
- Enforcement for Road Safety & PPP Possibilities
- Application of ITS for Safety
- Funding Issues of Road Safety

Conference :

The Seventh Regional Conference of International Road Federation (IRF), in India, is scheduled to be held at **New Delhi** during **1st to 2nd November 2012**. It is being organized by IRF India Chapter on the theme **“Road Safety in Urban and Rural Roads”**.



Venue :

The conference will be held at **Manekshaw Centre, Swarna Jayanti Marg, Delhi Cantt., New Delhi**.



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 non-metro cities, also have compelled the population to use private modes more often than what it should be. As a result, more than 135,000 people meet violent death every year on roads in India, a significant share being for urban and rural 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% in this decade. India has the dubious distinction of having the highest number of road fatalities in the world. 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 provide the required know-how and technologies as available in the world as best practices for improving road safety in India.

The objective of the seventh conference in this series is to seek appropriate solutions specifically for urban and rural (village) roads. It will deliberate on the themes of particular concern for urban as well as village roads. Eminent experts with varied experience on road safety will make presentations and help assist in developing the targeted actions for achieving road safety in urban and rural roads. The Ministries of Urban Development and Rural Development of Government of India are likely to participate as the key stakeholders involved in the two major programmes in India, along with other public and private sector organizations and NGOs involved for the cause of road safety, in the Conference.

An important feature of the Conference will be the accompanying Exhibition, which would provide an exposure of the latest developments in traffic safety technologies. The interested organisations will showcase their state-of-the-art products and services with a view to serving the interests of all the participants.

The delegates will get ample opportunities for one-to-one interaction with experts as well as exhibitors, besides renewing contacts and networking, as well as 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 experience.

Conference Registration :

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

Registration includes : Two-Day-Programme, Coffee Breaks, Lunches, Networking Dinners & Delegate Kit

Conference Sponsorship :

Sponsorship Category	INR (₹)	EURO (€)	Complimentary Facilities
Principal Sponsor	7,00,000	10,000	Six delegates, one colour page in Souvenir and 9 sqm exhibition stall
Sponsor	4,00,000	5,800	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

Tentative Programme Structure :

Day One (1st November, 2012, Thursday)

Duration (hrs.)	Title/Theme/Activity	Topics of Presentation
0900-1000	Registration	
1000-1100	INAUGURATION AND PROGRAMME OVERVIEW	
1100-1130	Tea/Coffee	
1130-1330	PLENARY SESSION: Road Safety in Urban and Rural Roads	Policy and Planning for Road Safety Laws, Regulation and Enforcement Issues Innovative Funding for Road Safety Road Safety Engineering Measures Public Education, Campaign & Community Involvement Monitoring of Road Safety Programmes
1330-1430	Lunch	
1430-1600	TECHNICAL SESSION I: Status and Action Plan of Road Safety in Urban Areas	Policies for Safety in Urban Road Traffic Tackling Safety for Mixed Traffic in Urban Areas Capacity of Municipalities / ULBs for Road Safety Road Safety through Provision of Infrastructures
1600-1630	Tea/Coffee	
1630-1800	TECHNICAL SESSION II: Status and Action Plan of Road Safety in Rural Roads	Policies for Enhancing Road Safety in Rural Areas Traffic Mix in Rural Areas & Safety Concerns Is Deteriorated Road Safety a Price for Rural Development ? Non-Engineering Measures for Road Safety
1830 onward	Cultural Programme, Networking,	Cocktail and Dinner

Day Two (2nd November, 2012, Friday)

Duration (hrs.)	Title/Theme/Activity	Topics of Presentation
0930-1100	TECHNICAL SESSION III: Road Safety Engineering Measures for Urban & Rural Roads	Engineering Measures for Road Safety in Urban Roads with Mixed Traffic Engineering Measures for Road Safety in Rural Roads with NMT Mandatory Provision of Road Safety Audit Case Studies and Research Areas for Forgiving Roads
1100-1130	Tea/Coffee	
1130-1300	TECHNICAL SESSION IV: Law, Regulation and Enforcement Issues	Enforcement of Motor Vehicle Act for safety Necessity of Uniform Road Traffic Act Technology for Enforcement of Road Safety Upgradation of Driver Training & Licensing Arrangements for Road Safety
1300-1400	Lunch	
1400-1530	TECHNICAL SESSION V: Community Involvement & Public Education Campaign	Uniform School Curriculum for Road Safety Public Education Campaign and Community Participation for Safety in Urban and Rural Roads Comprehensive Plan for Change in Road User Behavior Role of Audio-Visual and Social Media in Road Safety
1530-1600	Tea/Coffee	
1600-1730	TECHNICAL SESSION VI: Funding and Capacity Building Issues in Road Safety	Institutional development & strengthening for Road Safety in Urban Areas Institutional development & strengthening for Road Safety in Rural Areas Funds requirements for Road Safety Projects including PPP Options Administration and monitoring system of Road Safety Programme for Rural and Urban Roads
1730-1830	PANEL DISCUSSION : Safer Accessibility and Mobility in Urban and Rural Areas - A Policy : Safety First Panelists: MORD, MOUD, MoRT&H, NRRDA, Consultants, Concessionaires, Contractors Conference Recommendations : Conference Chairman	
1900 onward	Networking, Cocktail & Dinner	



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. 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.

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 has jointly launched the National Campaign for Reduction of Road Fatalities in September 2009. IRF India Chapter is actively involved in three other focus areas like PPP, Environment and ITS. It organizes the Annual Conference 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.

IRF India Chapter has taken up the theme of Road Safety as its Mission. It has been able to



Conference Tour (Optional) :

Trip I (Duration : 1 Day) - 3 November 2012 - 200 EURO per person

- Delhi to Agra & back to Delhi (AC coach - Lunch - Visit to Taj Mahal - back to Delhi)

Trip II (Duration : 2 Days) - 3 & 4 November 2012 - 600 EURO per person

- Day1 - Delhi to Agra - Night Stay in a Hotel at Agra (AC coach - Lunch - Visit to Taj Mahal)

- Day 2 - Agra to Jaipur & back to Delhi (Lunch at Jaipur - Visit to Historical Places - back to Delhi)

(Note : These trips should preferably be booked 15 days in advance.)



India Chapter

International Road Federation (India Chapter)

208, Ashirwad Complex, D-1, Green Park, New Delhi - 110016, India

Tel.: +91-11-46150344; 26516899 Fax: +91-11-25920423

Email: india@irfnet.org www.indiairf.com