

SUMMARY REPORT

3-Day Online Training Programme on Road Safety and Transport Infrastructure Resilience,

June 8-10, 2021

Organized by

**National Institute of Disaster
Management (NIDM)**
Ministry of Home Affairs, Government
of India, New Delhi
www.nidm.gov.in

**Federation of Indian Chambers of
Commerce and Industry (FICCI)**
Federation House, Tansen Marg
New Delhi
www.ficci.in

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POSTER



Resilient India - Disaster Free India
National Institute of Disaster Management (NIDM)
Ministry of Home Affairs, Government of India



FICCI in Partnership with NIDM
presents



3-day Certificate Online Training Programme on Road Safety and Transport Infrastructure Resilience

June 8 - 10, 2021 [2:00 PM-4:30 PM]

Opening Remarks by



Maj Gen M K Bindal
Executive Director, NIDM,
Govt of India



Mr Ramashankar Pandey
Chairman, FICCI Sub
Committee on Road Safety

Lead Lecture by



Dr Anil K Gupta
Professor & Head - ECDRM, NIDM, Govt of India
(Programme Chair)

KEY SPEAKERS

- ❖ Mr Saket Mehra, Partner, Grant Thornton India LLP
- ❖ Dr S Velumurugan, Chief Scientist, Central Road Research Institute, Govt of India
- ❖ Mr. Pratyush Khare, Head (Integrated Safety) & GM, Tata Motors
- ❖ Mr Saurabh Jaiswal, Vice President, ICICI Lombard
- ❖ Mr Anubarata Choudhary, Head - Sustainability, Drive Smart Drive Safe - Club D2S
- ❖ Dr. Roshan Jose, Senior Manager - Projects, Savelife Foundation
- ❖ Mr Indranil Sinha, Senior Director Products/Strategy, ADAS, Automotive, Intel Corporation

PREVENTION COVID-19

- Wash your Hands frequently
- Clean Surfaces Regularly
- Practice Social Distancing
- Wear a Mask
- Eat Healthy
- Sneeze into your Elbow
- Avoid touching your Face

Link for Registration:
<https://training.nidm.gov.in/>

3 Day Online Training Programme on
“Road Safety and Transport Infrastructure Resilience”
June 8-10,2021

Introduction & Objective

In the pursuit of academic excellence in the field of Industrial Safety and Disaster Risk Reduction and Management, National Institute of Disaster Management (NIDM) in collaboration with Federation of Indian Chambers of Commerce and Industry (FICCI) organizing a series of 3 day Online Training Programme to promote safety culture and build capacities and resilience by highlighting & discussing critical issues with the involvement of top renowned speakers from Government, Non-Government, International Agencies and leading Industries.

Road safety is a national concern in India, which is ranked 4th in the world for the most dangerous roads, with 30% of all accidents occurring on National Highways. The multiple hazards that have hit across the country in recent past have highlighted the importance and need of training and capacity building for minimizing the risk involved and creating resilient country.

Road safety in India has emerged as a public health challenge. The social and economic cost of road crashes in India affect the young and working population of the country. Road traffic injuries are estimated to become the seventh leading cause of fatalities by 2030. According to the World Bank, India, with the highest number of official road accident deaths, it costs 3-5% of India's GDP every year. It is, therefore, imperative to make our roads, vehicles, and infrastructure smarter to accommodate all its users, with safety as a top priority. Smart road infrastructure can significantly contribute towards our Roads be more equitable, efficient, safe, and resilient.

These training modules have been developed for use by different institutions/professionals/students/industries dealing with the subject in the country at various levels. The aim of these programmes is to raise the level of awareness and preparedness as well as to enhance analytical skills and professional competencies of different key stakeholders. The e-learning courses are first of its kind in India which helped hundreds of different users in enhancing knowledge base on the subject. The courses provide excellent opportunities to learn about the Industrial Safety and Disaster Risk Reduction under professional guidance. The training materials may also be accessed through online course platform after completion of the course.

**Online Training Programme on
“Road Safety and Transport Infrastructure Resilience”**

AGENDA

8 - 10 June 2021, 2:00PM - 4:30 PM

Day 1: Tuesday, June 8, 2021

Time	Topic	Resource Person
2:00 PM – 2:15PM	Inaugural Session Welcome Address by NIDM & FICCI	Mr Sumeet Gupta, Assistant Secretary General, FICCI Dr Anil K Gupta, Professor & Head, ECDRM, NIDM, Government of India
2:15 PM – 2:25 PM	Special Address	Mr. Ramashankar Pandey, Chairman, FICCI Sub - Committee on Road Safety
2:25 PM – 2:35 PM	Inaugural Address	Major General M K Bindal, Executive Director, NIDM, Government of India
2:35 PM – 2:40 PM	Vote of Thanks	Mr Sumeet Gupta, Assistant Secretary General, FICCI
2:40 PM – 2:55 PM	Lead Lecture	Dr Anil K Gupta, Professor & Head, ECDRM, NIDM, Ministry of Home Affairs, Government of India
2:55 PM – 3:35 PM	Road safety Action Plan – Challenges and Next steps	Mr. Saket Mehra, Partner, Grant Thornton India LLP
3:35 PM – 4:15 PM	Road Infrastructure Planning for Accident Prevention	Dr S Velumurugan, Chief Scientist, Traffic Engg and Safety Division, Central Road Research Institute
Question and Answer: 15 mins		

Day 2: Wednesday, June 9, 2021

Time	Topic	Resource Person
2:00 PM – 2:45 PM	Identification, Analysis, and Improvement of Black Spot areas	Dr Roshan Jose, Senior Manager - Projects, Savelife Foundation
2:45 PM – 3:30 PM	Economics of Road safety and Insurance	Mr. Saurabh Jaiswal, Vice President, Motor Third Party Claims, ICICI Lombard
3:30 PM – 4:15 PM	Safer Vehicles to reduce fatalities	Mr. Pratyush Khare, Head (Integrated Safety) & General Manager, Tata Motors
Question and Answer: 15 mins		

Day3: Thursday, June 10, 2021

Time	Topic	Resource Person
2:00 PM – 2:45 PM	Safe Driving Behaviour	Mr. Anubarata Choudhary, Head – Sustainability, Drive Smart Drive Safe – Club D2S
2:45 PM – 3:30 PM	Effective Emergency Response for Road Accidents	Speaker from Here India*
3:30 PM – 4:15 PM	Collision Avoidance Systems – an Overview	Mr. Balachandar Santhanam, Principal Engineer, Intel Corporation
Question and Answer: 10 mins		
4:25 PM – 4:30 PM	Vote of Thanks	

Programme Team:

- Mr. Sanjeev Kumar, Deputy Director, FICCI
- Mr. Gaurav Gaur, Deputy Director, FICCI
- Ms. Aastha Gupta, Assistant Director, FICCI
- Mr. Harshit Mohan Sharma, Young Professional, NIDM

Day1: June 8,2021:

The 3-Day Online Training Programme on Road Safety and Transport Infrastructure Resilience, a joint initiative of NIDM and FICCI commenced on 8 June 2021.

The programme started with a joint welcome of all participants and dignitaries by **Prof Anil KGupta, Head, ECDRM, National Institute of Disaster Management (NIDM)** and **Mr Sumeet Gupta, Assistant Secretary General, FICCI.**

Mr. Ramashankar Pandey, Chairman, FICCI Sub - Committee on Road Safety said, "Proper training is essential for developing the capacity of participants around Road Safety and related disaster risk management. This course aims to improve the preparedness and response of the workforces at all levels- before, during, and post Road accidents. This will help stakeholders to work in a coordinated manner."

Mr Pandey talked about:

- Safe infrastructure, Safe Vehicles and Safe Roads
- Sensitizing and encouraging member organizations to contribute towards road safety
- Conducting School Awareness Programs on Road Safety in various schools in Delhi & NCR.

Dr Anil K Gupta, Professor and Head, ECDRM, NIDM, Government of India delivered his Lead Lecture and set the theme for the programme.

He stressed upon the major issues, challenges and opportunities relating to the Road Safety. During his talk, Prof Gupta mentioned that despite of India having lesser or equal number of incidences of Road accidents when compared to countries like US and Japan respectively, the related deaths and injury is much higher than these countries. Lack of awareness, training skills to manage the road accidents, proper driving behavior as some of the factors contributing to the high number of damages due to road accidents.

Prof Gupta stressed that the emergency response has to be in place and has to have an integrated approach for period of planning/prevention and mitigation.

He further mentioned about the major possible common causes of Road accidents in India. Some of them are listed below:

- Distracted Driving
- Reckless Driving behavior
- Running Red Lights.
- Potholes
- Tire Blowouts
- Drugs

Prof Gupta said there is need for effective parking policy as well. Differential parking charges structure could be put in place. This will help in minimizing the chaos on roads due to unmanaged parking behavior.

He emphasized on the need of training and capacity building for better road safety and reduction in road accidents.

Mr. Saket Mehra, Partner, Grant Thornton India LLP talked about Road safety Action Plan – Challenges and Next steps. Summary of his talk is as below:

Key road accident statistics in India:

- India ranks 8th in the world in terms of road traffic injuries (RTIs), with 4.5 lakh crashes per year and 1.5 lakh deaths.
- India has the highest number of road fatalities per year, accounting for 11% of the 1.35 million road crash deaths. The cost of road accidents is estimated to be 3-5% of GDP
- In 2019, there were 4,37,396 road crashes, 1,54,732 fatalities and 4,39,262 injuries accounted for in India, with 15% of accidents accounted by driving without a valid license
- Two-wheeler deaths account for 38% of all road deaths, followed by trucks (14.6%) and cars (13.7%)
- Minors account for 10% of all road deaths, with 32% of victims being between the ages of 18 and 30, and 33% being between the ages of 30-45.

Road Safety – A national concern:

Road safety is a national concern in India, which is ranked 4th in the world for the most dangerous roads, with 30% of all accidents occurring on National Highways. The below are some of the factors that contribute to these incidents:

- Over speeding (59.6%) is the most common cause of car accidents, followed by careless driving (25.7%).

In comparison to 2019, fatal road accidents have reduced by 19% in 2020

- Tamil Nadu (57,228) and Uttar Pradesh (23,285) registered the highest number of accident cases and deaths due to road accidents in 2019 respectively.

Despite the COVID-19-induced lockdown, more than 1.38 crore traffic violations were reported in 2020, compared to only 1.05 crore in 2019.

Actions to prevent accidents – Government initiatives:

Over the next 5 years, India's road sector will account for 18% of capex, with the Government aiming to eliminate road accidents by 2030. The government has taken several initiatives to achieve this, such as:

- The Government of India has allocated INR 108,230 crore (USD 14.85 billion) to the Ministry of Road Transport and Highways in the Union Budget 2021-22
- The Ministry of Road Transport and Highways identified 5000 black spots across the country in July 2019 and spent INR 20,000 crore to improve them
- The theme of National Safety Day in 2021 was '**Sadak Suraksha.**' The 32nd National Road Safety Month aimed to raise awareness about road safety, decrease road accidents on India's roads, and urge people to drive and walk safely on the roads and highways
- A total of 200,000 km of national highways is expected to be completed by 2022
- A motor vehicle accident fund will be set up, with each victim receiving up to INR 2.5 lakh in cashless treatment.

Growth Drivers:

Challenges:

- As individual states are responsible for implementing the schemes, rules are implemented unevenly across the country
- Most states prioritize fines above road infrastructure
- India will need to invest INR 80,000 crore over the next decade to reduce crash fatalities by 50%
- In 2019, the vacancy rate in traffic police was 26.31%, demonstrating the need for adequate training of traffic police personnel.

Opportunities:

- Indian government needs to improve safety standards and raise awareness about their implementation
- There should be road safety awareness campaigns
- Standardized processes and clear policy framework should be implemented

- Promotion of Infrastructure Debt Funds (IDFs)
- Rural development, like as roads built using green technology, waste plastic, and cold mix technology, reducing carbon footprint under the Pradhan Mantri Gram Sadak Yojana (PMGSY)
- Encouragement of international collaborations/FDI/FII in the road infrastructure sector.

CSR Funding towards Road Safety:

Companies in India who integrate road safety initiatives into their Corporate Social Responsibility programmes benefit in several ways, such as:

- CSR initiatives undertaken by automobile OEMs include Maruti's INR 16 crore investment in the CSR Fund, Diageo India's Road Safety Programme, and Hero MotoCorp's Ride Safe India initiative
- Other companies within the auto sector have also shown interests and are contributing in one way or the other towards the critical agenda of road safety.

The Government of India, through this National Road Safety Policy, affirms its commitment to significantly reducing road accident mortality and morbidity. Certain CSR road safety initiatives include:

- Raising public awareness about road safety
- Connecting local teams with law enforcement
- Conducting community service projects that include volunteers in addressing road safety issues
- Advocating for policies to improve road safety.

Dr S Velumurugan, Chief Scientist, Traffic Engg and Safety Division, Central Road Research Institute addressed the online audience on Road Infrastructure Planning for Accident Prevention.

Dr Velmurugan delivered his talk around:

- Decade of Action for Road Safety
- Functional Classification of Roads in India
- Road Crash Scenario in India
- Profile of Road Crashes in India
- Crash Data Analysis
- Crash Recording Formats
- Brief on New IRC Guideline
- Illustration of Measures proposed for Crash

- Prevention

Describing the Global Road Safety Scenario, Dr Velmurugan said:

- Road Traffic Deaths continue to climb and reached 1.36 million
- Though the rate of death relative to the size of the world population stabilized and declined relative to the number of motor vehicles in recent years which is found to be inadequate
- The rate of road traffic deaths remained constant at around 18 deaths per 1,00,000 population during the last decade.
- However, the number of road crashes continued to spike in Low- and Middle-Income Countries which accounted for 90 of the road deaths and serious injuries.
- Considering the above scenario, during the 3rd Global Ministerial Conference on Road Safety (Ministerial Conference) held in Stockholm, Sweden in February 2020 United Nations has extended the 2020 target of 50% reduction of road deaths and serious injuries to 2030.

The Session was moderated by FICCI.

Day 2: June 9, 2021:

The second day of the training programme on June 9, 2021 had very eminent speakers **Dr Roshan Jose, Senior Manager - Projects, Savelife Foundation, Mr. Saurabh Jaiswal, Vice President, Motor Third Party Claims, ICICI Lombard and Mr. Pratyush Khare, Head (Integrated Safety) & General Manager, Tata Motors.**

Giving lectures on Identification, Analysis, and Improvement of Black Spot areas, **Dr Roshan Jose** shared his expertise which is summarized as below:

Road crashes are the world's leading cause of death for children.

- 1.35 million People die from road crashes globally every year
- 20 to 50 million People suffer non-fatal injuries from road crashes every year
- 93 % of the world's road fatalities occur in low- and middle-income countries
- 150,000 People die from road crashes in India every year - the world's highest.
- 30 + Children die from road crashes every day in India (In 2019, the Ministry of Road Transport and Highways reported 31 child road fatalities while the National Crime Records Bureau reported 43 child road fatalities.)
- 3% Of India's GDP is lost annually due to road crashes.

Mr Jose presented the concept of **Zero Fatality Corridor (ZFC)**, a scalable and replicable model for road safety in any country. We adopt and transform the deadliest highways into fatality-free stretches by addressing the **5 E's** of Road Safety: **E**ngineering, **E**mergency Care, **E**nforcement, **E**ducation and **E**nactment (Policy).

As a model created by and for the developing world, the ZFC is a cost-effective, innovative solution with the track record and potential to save millions of lives across low- and middle-income countries.

The ZFC model employs a unique 6-step approach to achieve tangible and lasting impacts:

1: Build a partnership

We select a high-fatality road and form a project coalition with the local State government and a corporate funding partner to begin.

2: Understand the data

We directly gather as well as triangulate crash data from multiple sources to identify the definitive causes of crashes on the target corridor.

3: Conduct onsite audits

We conduct onsite audits to track causal factors and capture the state of road engineering, enforcement and emergency medical care on the target road.

4: Implement solutions

We design and deploy tactical solutions on the corridor and work with our State government partner to sustain the interventions for good.

5: Measure the impact

We engage Police and third-party agencies to evaluate progress against the primary metric of the ZFC: reduction in road crash fatalities.

6: Replicate and scale

We exponentially increase our impact by engaging new partners to implement the ZFC model on additional highways in India and beyond.

As a result, using the ZFC model, he pointed to have successfully reduced road fatalities by:

- **52% on the Mumbai-Pune Expressway over three years.**
- **54% on National Highway 48 over two years**
- **100% on Delhi's Bhalswa Chowk Black Spot in less than one year**
- **600+ police and community first responder trained in life-saving skills**
- **30+ emergency signages created and installed along the road**
- **70% reduction in pedestrian exposure (reducing vulnerability to accident)**

- **5,400+ patrol staff and commercial driverstrained in crash prevention techniques**

Mr. Saurabh Jaiswal, Vice President, Motor Third Party Claims, ICICI Lombard addressed the online audience and defined Economics of Road safety and Insurance.

Mr Jaiswal gave his perspective and said, Modern Technology can help reduce accident - we did risk plotting through capturing latitude and longitude coordinates for every TP claim which has been intimated to the company for identification of risk prone areas and have shared the data with concerned authorities for necessary corrective steps. Apart from this the company has distributed helmets to several vehicle owners urging and educating them to adhere the applicable laws and help in reducing road accidents. Regular health checkups of drivers have also been conducted by the company. Also, there is a need to take steps for reducing the uninsured vehicles on Indian roads.

Mr. Pratyush Khare, Head (Integrated Safety) & General Manager, Tata Motors spoke on the topic Safer Vehicles to reduce fatalities.

During his talk on “Safer vehicles to reduce fatalities”. The presentation was aimed to provide the audience the insights into a road accident and mechanisms of injuries. The presentation also classified different types of vehicle safety technologies and their benefits. The functionality details of different types of active and passive safety technologies was explained during the presentation. It also covered the aspects of structural crashworthiness, advanced driver assist technologies, safety of electric vehicles and the concept of integrated safety leading to autonomous vehicles.

The journey of evolution of various safety technologies was also explained as part of the presentation, followed by the developments in India on the safety regulatory regime. The presentation also included the aspect of road safety eco system, where vehicles are one of the major stakeholder. The importance of synergy among various stakeholders was highlighted, to enable realization of the true benefits of various efforts in driving road safety. The various vehicle development processes in safety engineering was also covered during the talk. The importance of accident research and its linkage to the objectives of road safety was as well covered during the talk.

The Second Day Online Course was attended by more than 350 Industry delegates.

Day3 : June 10, 2021:

The 3rd day of the Online Training Program had key speakers **Mr. Anubarata Choudhary, Head – Sustainability, Drive Smart Drive Safe – Club D2S, Ms. Sonam Sahni, Government Relations Manager, HERE India Pvt Ltd. and Mr. Balachandar Santhanam, Principal Engineer, Intel Corporation.**

The first speaker of the day **Mr. Anubarata Choudhary** talked about Safe Driving Behaviour.

He emphasized on Driver Behaviour- Monitoring, Assisting & Recognizing.

Mr Choudhary mentioned, Road Safety has 3 major components namely, Driver, Vehicle and the Road Infrastructure. Out of these the driver plays a major role being the only component responsible for driving the other two. It is therefore imperative that the behavior that the driver displays on the road plays a major factor in determining the safety of other road users including him.

As per research and studies, human error accounts for more than 90% of road accidents in our country and therefore it is important to analyze and understand “**Driver Behaviour**” to eliminate the risks of road crashes.

Multiple factors help in understanding driver behavior. Proper and scientific driver training done periodically, use of technology such as Vehicle Tracking Systems, ADAS etc gives a deep insight to how a driver behaves on the road with respect to his outside stimuli. Technology and training also helps us to understand what the driver chooses to do with his acquired skills with respect to what he decides to demonstrate on the actual road conditions.

Therefore, post license defensive driving is important to change the driver behavior further reinforcing it with use of technology for monitoring, mentoring and coaching drivers to become responsible road users.

Ms. Sonam Sahni, Government Relations Manager, HERE India Pvt Ltd. talked about Effective Emergency Response for Road Accidents.

Ms. Sahni mentioned that the GIS and location data are critical for mitigation plan. Need a map to locate the site of incidence. Stressing upon routing, in order to minimize the response time, the 1st responder needs to know the shortest route, she said.

She said, the first hour after the trauma is called the “**Golden Hour**.”. If proper first aid is given, accident victims have a greater chance of survival and a reduction in the severity of their injuries.

Mr. Balachandar Santhanam, Principal Engineer, Intel Corporation delivered his talk on Collision Avoidance Systems – an Overview.

Summary of the talk:

Context: Collision avoidance technology and where it fits in within SAE levels of autonomy. Level 2, even passive systems save lives. Why safety? Why is it important in India? India is world's number 1 in road deaths, roughly 17 deaths per hour at pre-covid levels of traffic. MoRTH and Government of India has repeatedly reinforced their commitment to reduce number of accidents.

ADAS/ Collision avoidance technology details: Sensing and sensors are essential to this tech and there are a wide variety of sensors being used. These are Vision (camera), Radar, LIDAR, Ultrasonic etc. Sensors like LIDAR are very expensive and sensor fusion is definitely the way to go for fully autonomous driving. However for saving lives with collision avoidance technology, Computer Vision has emerged as the most affordable and most reliable. This is proven by most sold electric vehicles with this technology going completely Vision based (for example: Tesla Model 3 and Model Y). Another main point of discussion was "Active" Vs "Passive" safety. Active safety is where the vehicle takes an "emergency decision" to automatically brake for example. This requires such safety technology must be deeply embedded within the vehicle electromechanical systems. This is only possible with OEM designs with their vehicle models which takes 3-5 years not counting regulatory approvals. Whereas passive safety systems work by warning the drivers both visual and audible warnings, on time so that the driver can take action preventing an accident. These are currently available in the market and retrofitting the huge installed base in the country is also possible. Our position is that this passive safety in its aftermarket version is the right fit for India to be deployed immediately to save lives.

Intel/Mobileye vision: Outlined Intel India's smart mobility vision with Mobileye after market ADAS / CAS technology as it is base. We plan to bring in driver monitoring system with a camera facing inside as well as DVR system that records even short clips around safety events later in 2022. Currently Intel safety system is available with five life saving features / warnings in cabin (forward collision warning, pedestrian collision warning, headway monitoring, lane departure warning and speed limit indication and warning). These are not only generated as warnings to the driver, but also recorded in our cloud to provide detailed analytics on driver behaviour towards improving driving and geo spatial analytics on road conditions, road safety etc.

Summarized with importance of road safety via collision avoidance tech, that too AI based computer vision systems that can be retrofit. Answered select questions from the audience on this

technology.

The three-day online course covered topics like Road safety Action Plan – Challenges and Next steps, Road Infrastructure Planning for Accident Prevention, Identification, Analysis, and Improvement of Black Spot Areas, Economics of Road safety and Insurance, Safer Vehicles to reduce fatalities, Safe Driving Behaviour, Effective Emergency Response for Road Accidents, and, Collision Avoidance Systems – an Overview.

Vote of Thanks and Closing Remarks:

Prof Anil K Gupta, Head, ECDRM, NIDM and Mr. Sumeet Gupta, Assistant Secretary General, FICCI thanked everyone on behalf of NIDM and FICCI for their patience and listening to all the talks by eminent sectoral experts during the 3-day online training programme.

The sessions on all three days were moderated by Mr. Gaurav Gaur, Deputy Director, FICCI and Mr Sanjeev Kumar, Deputy Director, FICCI with support from Mr Harshit Sharma, YP, NIDM.

More than 300 participants from industry and academia attended the course online on the third day of the 3 days programme.

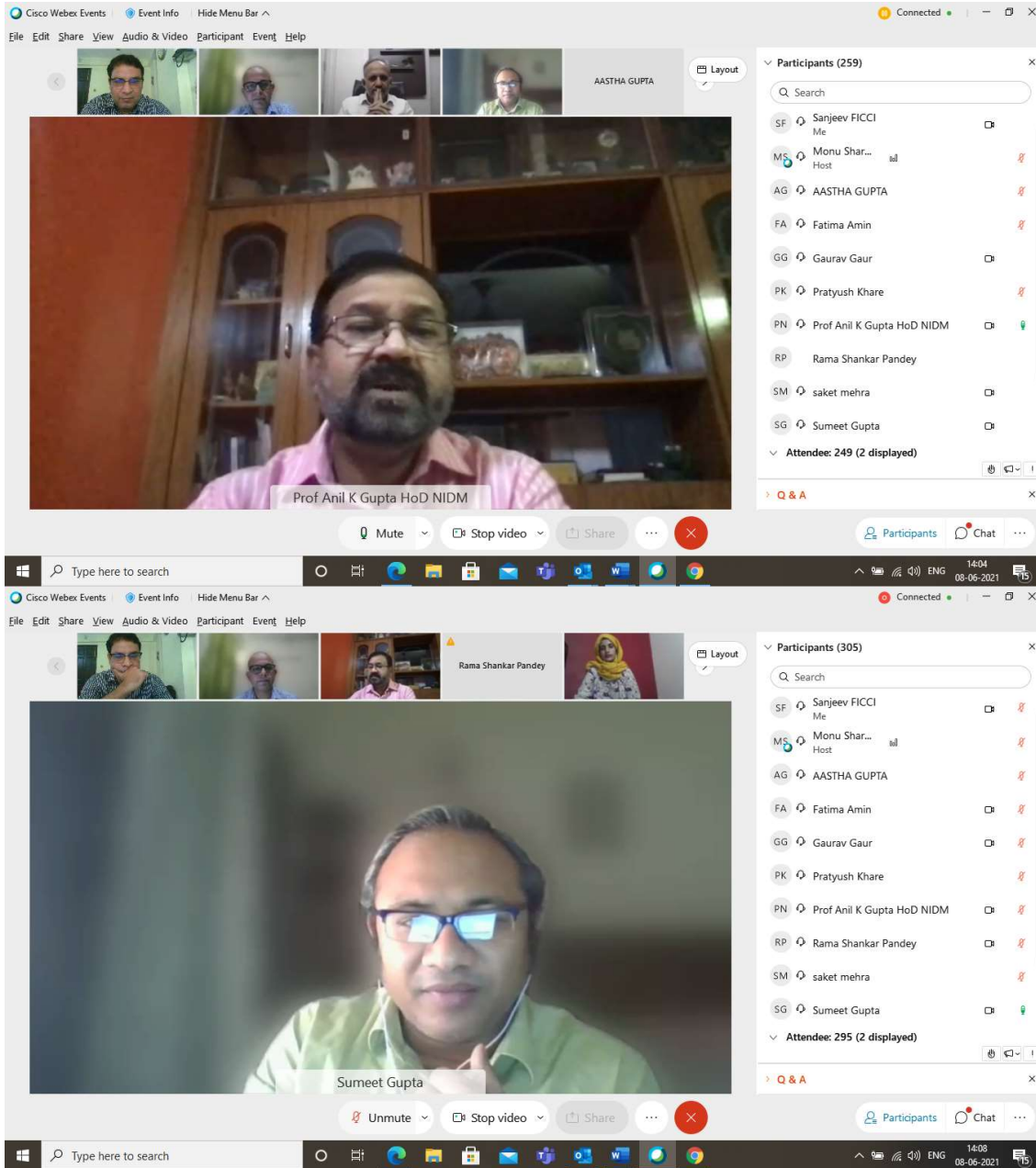
Key Takeaways:

1. Online training programs on Industrial Safety covers the principles and practices of Industrial Disaster Management in a comprehensive manner. More such types of training programs need to be organized so as to aware the Industries about Safety Management. The country needs a structured response group that will prepare to handle a community-based disaster systematically.
2. The ultimate purpose DRR is to save lives, preserve the environment and protect property and the economy of the country. The protection of life is of utmost importance. In the broadest sense, it raises the understanding of risks and contributes to a safer, sustainable, disaster resilient society.
3. Setting up an accident research team for scientific accident data collection consisting of around 800 variables across the country. This will enable creation of a strong database, thereby helping in development of policies and strategies on the various aspects of road safety.
4. All the stakeholders of road safety should have a shared vision and a common goal; sharing a

common platform; where a central database is always referred for long term strategies and actions. The approach must be proactive rather than reactive.

5. Proper Defensive Driving Trainings for all
6. Periodic Defensive Driving Trainings for License renewal
7. Issue of License only after proper trainings from recognized agencies
8. Central monitoring system for Driver Behaviour for commercial drivers through analysis of GPS data
9. Proper Driving techniques to be incorporated in the training curriculums
10. Use of technology to avoid road accidents
11. Bringing learning's in to actions
12. Computer vision powered by AI Technology is the cheapest way to overcome infrastructural deficits in India and yet reduce road collisions, hence Government should mandate passive collision warning systems installed on vehicles on the road to realize the ministries vision of reducing road fatalities by 50% by 2021 in India. The commercial fleets, HAZMAT, School Fleets, Ambulances should be mandated to have such lifesaving devices immediately. Key benefits of passive warning systems and its relevance in India is it can be deployed today to large installed base.
13. To accelerate faster adoption of this technology, Government of India should incentivize commercial and passenger vehicle owners, to enable them to have reduced insurance premiums in lieu of CAS/CWS installed in their vehicles. Government should invite insurance regulatory bodies like IRDA, insurance providers and other eco system players to come on board and publish a whitepaper towards this recommendation.
14. GoI should formulate and establish Point based 'Safe vehicle ratings system', like few European Countries have already done for Commercial and Passenger vehicles nationwide to promote adoption of passive warning systems with visible rating icons on the vehicle body accredited by Govt automotive certified agencies or RTOs. This should help enable a consumer driven awareness for a safer vehicle.
15. Govt should also look at encouraging states to mandate installation of CAS devices for specific categories of vehicles like HAZMAT, state owned passenger bus fleet and school buses.

PHOTOGRAPHS



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Participants (401)

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- SF Sanjeev FICCI Me
- MS Monu Shar... Host
- RP Rama Shankar Pandey
- AG AASTHA GUPTA
- FA Fatima Amin
- GG Gaurav Gaur
- PK Pratyush Khare
- PN Prof Anil K Gupta HoD NIDM
- SM saket mehra
- SG Sumeet Gupta

Attendee: 391 (3 displayed)

Q & A

Participants Chat

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Sanjeev FICCI Me

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Sumeet Gupta

Rama Shankar Pandey

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Road Safety: Some Issues, Challenges and Opportunities

Dr Anil K Gupta
Professor, NIDM

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14:18 08-06-2021

14:39 08-06-2021

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Causes of Accidents on Passenger Car vehicle type between 2008 and 2017

Cause	Percentage
Influence of Alcohol	18.1%
Error when leaving a road	3.4%
Error when Overtaking	4.1%
Influence of Other intoxications	14.1%
Fatigue/Physical or Mental problems	17.8%
Incorrect road use	16%
Inappropriate speed	5.3%
Distance error	14.9%
Failure to observe Right of way	17.8%
Incorrect behavior towards Pedestrians	17.8%
Technical faults	17.8%
Other drivers error	16%

Electronics 2019, 8(8), 896;
<https://doi.org/10.3390/electronics8080896>

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Car Accidents: Common Causes

- DISTRACTED DRIVING
- DRUNK DRIVING
- DROWSY DRIVING
- AGGRESSIVE DRIVING & ROAD RAGE
- SPEEDING & TAILGATING
- RECKLESS DRIVING
- POTHOLES & ROAD HAZARDS
- DANGEROUS WEATHER
- UNSAFE LANE CHANGES
- WRONG-WAY DRIVING
- TIRE BLOWOUT ACCIDENTS

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Prof Anil K Gupta HoD N... Sumeet Gupta Rama Shankar Pandey

Viewing saket mehra's appli...

Road Safety Action Plan Challenges and Next steps

Saket Mehra
Partner, Automotive Sector leader

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Road Safety- a national concern

State Wise Road Accidents/Deaths

State	Accidents	Deaths
Uttarakhand	667	1302
Maharashtra	1,809	2796
Uttar Pradesh	2285	3537
Kerala	430	3544
Karnataka	1091	4954
Madhya Pradesh	1189	5141
Tamil Nadu	907	1729

Literacy rates (%)

State	Literacy rates (%)
Tamil Nadu	92.9
Madhya Pradesh	73.7
Karnataka	77.2
Kerala	96.2
Uttar Pradesh	73
Maharashtra	84.8
Uttarakhand	87.6

World's most dangerous roads

- Rank 1: South Africa
- Rank 2: Thailand
- Rank 3: USA
- Rank 4: India

Causes of Accidents
30% of the accidents happened on the National Highways.

Cause	Cases	%
Over speeding	86,241	59.6%
Dangerous/Careless Driving	42,557	25.7%
Poor Weather conditions	4,953	3.2%
Influence of Drugs/Alcohol	2,972	1.9%
Others	15,964	9.6%

Speed limit 50 KMPH

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Monu Sharma Host | Gaurav Gaur | Rama Shankar Pandey | S Velmurugan

Road Infrastructure Resilience Planning for Crash Prevention

Presented by
Dr. S.Velmurugan
 Chief Scientist, Traffic Engineering and Safety (TES) Division
 Champion, Indian Highway Capacity Manual (Sponsored by CSIR)
 CSIR - Central Road Research Institute (CSIR), Mathura Road
 New Delhi - 110025

FICCI-NIDM Online Training Programme
 on
 Road Safety and Transport Infrastructure Resilience
 8th to 10th June, 2021

Participants (544)

- GG Gaurav Gaur
- AG AASTHA GUPTA
- HS Harshit Sharma
- PK Pratyush Khare
- PN Prof Anil K Gupta HoD NIDM
- RP Rama Shankar Pandey
- SV S Velmurugan
- SG Sumeet Gupta

Attendee: 534 (13 displayed)

- MA Manish Ag...
- PM Pratyush ...

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Monu Sharma Host | Gaurav Gaur | Rama Shankar Pandey | S Velmurugan | Sumeet Gupta

Profile of Road Crashes in India (Contd...)

Year	2017	2018
Accidents	4,64,910	4,67,044
Persons Killed	1,47,913	1,51,417
Persons Injured	4,70,975	4,69,418
Fatal Accidents	1,34,796	1,37,726

Accidents Scenario in India

Source: 2018 MoRT&H Data

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Sanjeev kumar Me Roshan Jose AASTHA GUPTA Monu Sharma Host Pratyush Khare

Road crashes are the world's leading cause of death for children.

<p>1.35 million</p> <p>People die from road crashes globally every year</p>	<p>20 to 50 million</p> <p>People suffer non-fatal injuries from road crashes every year</p>	<p>93%</p> <p>Of the world's road fatalities occur in low- and middle-income countries</p>
<p>150,000</p> <p>People die from road crashes in India every year - the world's highest</p>	<p>30+</p> <p>Children die from road crashes everyday in India*</p>	<p>3%</p> <p>Of India's GDP is lost annually due to road crashes</p>

*In 2019, the Ministry of Road Transport and Highways reported 31 child road fatalities while the National Crime Records Bureau reported 43 child road fatalities.

Chat: Purushotham Nayak (privately) Started? RAISH PAL SINGH to all panelists: good afternoon all RAISH PAL SINGH to all panelists: 1:47 PM raish Pal Singh Assistant Teacher/Scout Master Aligarh Sanjeev kumar to everyone: 1:47 PM Good afternoon, all d very best for insightful sessions today. Koteswara Rao Palagani (privately): 1:52 PM good afternoon to one and all JOY CHANDRAN to all panelists: 1:52 PM Heavily raining in Mumbai TEJAS S KUMAR to all panelists: 1:56 PM Hello Good Afternoon All vishva prakash mehra to all panelists: 2:08 PM Myself vishva prakash mehra, lecturer SBSR GOVT INTER COLLEGE, RANAKOT, TEHRI GARHWAL,UTTARAKHAND

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Roshan Jose AASTHA GUPTA Monu Sharma Host Pratyush Khare

Before and After: Preventing Rear-ending Collisions

BEFORE

AFTER

10,500+ stalled vehicles protected from rear-ending collisions
Creation of protocols of patrolling being replicated by Highway Police
Support in incident response, scientific crash investigation, and primary data collection

Unmute Stop video Share



Unmute | Stop video | Share | ...

Participants | Chat | ...



Newsflash

WORLD BANK
India need to invest extra \$ 109 billion in road safety and benefits would be equal to 3.7% of annual GDP

Ministry of Road Transport & Highways
India ranks at the top with highest number of fatalities with about 11% share in the world

Insurance Information Bureau of India
57% of the vehicles on road in India are Un-insured, with TV's having the highest contribution

ICICI Lombard
Bhaiya Yaad

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Participants | Chat | ...

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Sanjeev kumar | AASTHA GUPTA | Gaurav Gaur | Saurabh Jaiswal | Monu Sharma | Pratyush Khare

IIB Report on uninsured vehicles

Product wise

FY	Uninsured %	Total vehicles on road ('000)
2016-17	53%	1,94,396
2017-18	54%	2,11,057
2018-19	57%	2,31,174

Product wise (2016-17, 2017-18, 2018-19):

- Two-wheeler: 62%, 63%, 66%
- Car: 7%, 7%, 11%
- Bus: 38%, 39%, 42%

- Uninsured vehicle count has been increasing at CAGR of 13.07%
- 75% of the total vehicles in India consists of TW's
- Estimated revenue of Rs. 4,500 Crores for the industry, even if half of the uninsured TW's (11.5 crores total UI) get mandatory TP insurance (average Rs. 800 premium)
- As per the report, 16 states were found to have uninsured vehicles above the national average of 57% (as in FY 19)
- Five highest contributors are Meghalaya (86%), Manipur (84%), Arunachal Pradesh (78%), Mizoram (69%) & Telangana (72%)
- Kerala has lowest count at 17%, followed by Sikkim at 31%

ICICI Lombard Nibhaye Vaade

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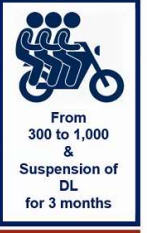


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Sanjeev kumar | AASTHA GUPTA | Gaurav Gaur | Saurabh Jaiswal | Monu Sharma | Pratyush Khare

Few major penal provisions

 <p>From 300 to 1,000</p>	<p>From 300 to 1,000 & Suspension of DL for 3 months</p> 	 <p>From 2000 to 10,000</p>	<p>From 500 to 5,000</p> 	 <p>From 300 to 1,000 & Suspension of DL for 3 months</p>
<p>Rs. 25000 & 3 years imprisonment</p> 	<p>From 1,000 to 3000 & 3 months imprisonment</p> 			

ICICI Lombard Nibhaye Vaade

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Sanjeev kumar Me | Saurabh Jaiswal | AASTHA GUPTA | Pratyush Khare (↑)

Layout

Participants (420)

Search

Panelist: 7

- SK Sanjeev kumar Me
- MS Monu Shar... Host
- PK Pratyush Khare
- AG AASTHA GUPTA
- GG Gaurav Gaur
- HS Harshit Sharma
- SJ Saurabh Jaiswal

Attendee: 413 (16 displayed)

- LP Lt Col Suni... ?
- DB DR KISHO... ?
- PT prashant ti... ?

TATA MOTORS Connecting Aspirations

Viewing Pratyush Khare's a...

Safer Vehicles to Reduce Fatalities

Pratyush Khare
Head (Integrated Safety)

Road Safety & Transport Infrastructure Resilience
(Organized by NIDM & FICCI)

Date :- 09/06/2021

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Participants Chat

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Pratyush Khare (↑) | Harshit Sharma | AASTHA GUPTA | Monu Sharma Host

Layout

TATA MOTORS Connecting Aspirations


Occupant Injuries & Scale

FRONTAL CRASH




Impacts vehicle interior

SIDE CRASH




Intruding structure impacts occupant

REAR IMPACT



Whiplash injuries due to sudden acceleration

ROLLOVER



Risk due to ejection & multiple impacts to interiors

Stop my video

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Participants Chat

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Harshit Sharma | AASTHA GUPTA | Monu Sharma Host

TATA MOTORS Connecting Aspirations **Passive Safety – Crashworthiness** TATA

- **Deformation behavior:** controlled energy absorption by purposeful design of vehicle structure.
- **Strong Passenger compartment:** survival space and intrusions.
- **Safe interiors:** soft impact areas, collapsible columns etc.
- **Ejection:** No doors should open during crash.
- **Ease of Evacuation:** Doors to be operable after crash. No self locking.
- **Fire protection:** Fuel system & Battery anchorage integrity, Fuel cutoff.
- **Occupant Restraint System (ORS)** - to minimize injury



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Participants Chat



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Pratyush Khare | Geurav Gaur | Monu Sharma Host | AASTHA GUPTA

TATA MOTORS Connecting Aspirations **Occupant Restraints System** TATA

Driver Occupant

Seat Belts

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Connected

Monu Sharma Host AASTHA GUPTA

TATA MOTORS Commercial Vehicles Safety Testing

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1641 09-06-2021

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Monu Sharma Host AASTHA GUPTA Harshit Sharma

Layout

Viewing Anubrata Choudhury...

DETERMINANTS OF BEHAVIOUR

Human Error

Participants (304)

Panelist: 5

- SK Sanjeev Kumar Me
- MS Monu Sharma Host
- AC Anubrata Choudhury
- AG AASTHA GUPTA

Q & A

All (2)

Manish Agarwal - 14:03

Q: sir, u tube ke andar bhi sound mute ho jata hai

Ravi Choudhary - 14:24

Select a question and then type your answer here. There's a 512-character limit.

Close Participants Send Privately

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14:27 10-06-2021

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Monu Sharma Host | AASTHA GUPTA | Harshit Sharma | Sonam Sahni | Layout

Viewing Anubrata Choudhury...

TELEMATICS FOR DRIVER BEHAVIOR - VTS

Myth :
Vehicle Tracking System (VTS) only helps in tracking

Myth Busted :
With use of just simple VTS device we can actually derive the driving pattern as well as driver behaviour, hence data analysis becomes the most important aspect

With use of telematics we can actually monitor driving behaviour such as:

- Rapid acceleration
- Rapid deceleration
- Harsh braking
- Free wheeling
- Route deviation
- Continuous driving
- Night driving
- Idling
- Sudden lane change/zig zag driving
- Vehicle health and performance

With use of simple VTS devices, we can have entire driver dashboard with performance indicators

Unmute | Stop video | Share | Participants | Chat

Type here to search | 14:39 10-06-2021

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Monu Sharma Host | AASTHA GUPTA | Harshit Sharma | Sonam Sahni | Layout

Viewing Anubrata Choudhury...

TELEMATICS FOR DRIVER BEHAVIOR - VTS

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Unmute | Stop video | Share | Participants | Chat

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Sonam Sahni AASTHA GUPTA Monu Sharma Host Harshit Sharma

Location Intelligence for Emergency Response & Services - Adobe Acrobat Reader DC

Emergency Response System

Response time is quick post disaster

The first hour after the trauma is called the "golden hour". If proper first aid is given, accident victims have a greater chance of survival and a reduction in the severity of their injuries.

Search tools

- Comment
- Fill & Sign
- More Tools

Store and share files in the Document Cloud

Mute Stop video Share

Participants Chat

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File Edit Share View Audio & Video Participant Event Help

Sanjeev Kumar Me Sonam Sahni AASTHA GUPTA Monu Sharma Host Harshit Sharma

Location Intelligence for Emergency Response & Services - Adobe Acrobat Reader DC

Incident & Emergency Management: GIS Enabled component

UP DIAL 112

- Geofencing system to optimize stationing of Police vehicles and officers
- Precise location for the source of call
- Location of nearest police ER vehicle
- Turn-by-turn instructions with voice guidance
- Real-time tracking of dispatched officers

BVG India Ltd.

- Precise incident location info to dispatcher
- Location of all nearby ambulances with minimum ETAs
- Assign the ambulance with least ETA
- Route instructions to the officer on ground

Free Emergency Ambulance Service By Government of Maharashtra

Search tools

- Comment
- Fill & Sign
- More Tools

Store and share files in the Document Cloud

Mute Start video Share

Participants Chat

Q & A

All (16)

vehicles? Has it been deployed anywhere?

Ajaypal Sou - 14:53

Q: Why our country can not improve the driving license providing system???

Ajaypal Sou - 14:54

Q: This is one of the biggest wrong system

bhavana kariya - 14:54

Q: Can we get questionnaires to identify driver behaviour?

Manish Agerwal - 14:56

Q: What is Free wheeling? A term shown in your presentation.

Amritha - 15:18

Q: With very few mobile ambulances on road for any emergency, what initiatives are taken to implement a more robust 1st responder system?

Select a question and then type your answer here. There's a 512-character limit.

Send Send Privately

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Bala Santhanam AASTHA GUPTA Sonam Sahni Monu Sharma Host Harshit Sharma

0:00:01 3:38 PM

Collision Avoidance Systems An Overview

Online training program for FCCI and NDM

Balachandar Santhanam, Principal Engineer & Product Architect, Intel India

intel

Next slide

Outline

- Introduction
- Why safety ?
- CWS for safety, Active, Passive safety
- Intel Vision and products
- Summary

No Notes.

Slide 1 of 30

Mute Stop video Share

Participants Chat

Type here to search

15:38 10-06-2021

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Sanjeev Kumar Me Bala Santhanam AASTHA GUPTA Harshit Sharma Monu Sharma Host

0:19:20 3:57 PM

Collision Avoidance Systems (CAS) Examples

Examples of CAS systems including MIRA, MOBILIS, and Intel Vision.

Next slide

Smart Mobility in India - Intel Vision

No Notes.

Slide 16 of 30

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Participants Chat

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15:57 10-06-2021

Chat

Tiruchirappalli /Tamilnadu/ India/ Contact Mobile Cum What'sApp Number: 09442288921/ Date: 10-06-2021

from Maya Tandon to all panelists: 3:31 PM

Mentioned Golden hour in Emergency Response System but what do you do if help from emergency is delayed and patient is serious. Don't you think bystanders should learn giving instant help to save a life

from Maya Tandon to all panelists: 3:31 PM

Dr Maya Tandon

from kasam ali to all panelists: 3:35 PM

good information sonam shani

from Satish (privately): 3:39 PM

right sir

from Rita Savla to all panelists: 3:51 PM

Except speaker no one can read the ppt and also 10% population can afford such costly facilities where 90% population vehicle is necessity not luxury

from Rita Savla to all panelists: 3:53 PM

We need to address Road safety today's problem and plan for 10 years not discuss technology which will take 15 years to come and costly to impliment

To: Everyone

Enter chat message here

Cisco Webex Events | Event Info | Hide Menu Bar

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Sanjeev Kumar Me Bala Santhanam AASTHA GUPTA Harshit Sharma Monu Sharma Host

Layout Chat

0:21:25 3:59 PM Viewing Bala Santhanam's s...

0:21:25 3:59 PM

Retrofit Your Vehicles

EyeWatch™ display for smart alerts

Camera unit containing the camera, smart chip, SIM card, modem, gyro, g sensor, and speaker for mobile alerts

GPS Antenna

Computer Vision

Mobileye 8 Connect is a small device that can be retrofitted to almost any fleet vehicle on the windshield and dash; so there's no need to purchase new vehicles to get these safety features.

You can see here that the camera is installed onto the dashboard and the driver receives these alerts through the EyeWatch display and the speakers.

Next slide

Slide 18 of 30

Unmute Start video Share

Participants Chat

Chat

from Maya Tandon to all panelists: 3:31 PM
Mentioned Golden hour in Emergency Response System but what do you do if help from emergency is delayed and patient is serious.
Don't you think bystanders should learn giving instant help to save a life

from Maya Tandon to all panelists: 3:31 PM
Dr Maya Tandon

from karam all to all panelists: 3:35 PM
good information sonam shani

from Satish (privately): 3:39 PM
right sir

from Rita Savla to all panelists: 3:51 PM
Except speaker no one can read the ppt and also 10% population can afford such costly facilities where 90% population vehicle is necessity not luxury

from Rita Savla to all panelists: 3:53 PM
We need to address Road safety today's problem and plan for 10 years not discuss technology which will take 15 years to come and costly to implement

from ighone to all panelists: 3:57 PM
I wanted to become a trainer please help me on who to get in?

To: Everyone

Enter chat message here

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Sanjeev Kumar Me Bala Santhanam AASTHA GUPTA Sonam Sahni Monu Sharma Host Harshit Sharma

SHOW TASKBAR DISPLAY SETTINGS END SLIDE SHOW

00:05:07 3:43 PM

Level 5 – Full Autonomy

Why Safety?

No Notes.

Slide 5 of 30

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Participants Chat

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15:43 10-06-2021

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