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A VERY SHORT POLICY BRIEF

Victoria-India Engagement and
Opportunities in Road Safety

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The Australia India Institute's A VERY SHORT POLICY BRIEF series examines key questions facing contemporary India and the Australia-India relationship. It combines in-depth academic analysis with clarity and policy relevance.



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Summary

The rapid growth in the Indian population, infrastructure, and motorization in the last two decades has resulted in a sharp increase in road traffic injuries and deaths. India now has the dubious distinction of having the most road accidents in the world. Nearly 11% of road accident-related deaths in the world occur in India.¹ Annually, there are around half a million accidents on India's roads, and almost one third of these are fatal, estimated to be in the order of 150,000 fatalities.

To stem the increasing number of accidents, the Government of India and various state governments have responded on multiple fronts with a series of initiatives to boost road safety, including investing in large-scale urban development projects and road upgrades across the country. These initiatives highlight road safety as a clear national goal for India.

Australia is globally recognised as a leader in road safety, and both countries have recently identified the relevance of Australian expertise in road safety for India's transport infrastructure and urban development.

Australia and India have long-established links on road safety. Several Australian organisations have contributed to India's road safety projects, including VicRoads sharing its road safety best practice in India over the past three decades.²

This policy brief provides an overview of India's road safety context and the initiatives that are being undertaken to address the challenges. It presents three areas where VicRoads could explore opportunities for further engagement with India on road safety:

- Applied policy advisory focussed on multi-sector institutional strengthening mechanisms
- Capacity building, including field training for Indian officials and other stakeholders
- Enforcement and compliance best practices, systems and technologies

The framework for engagement with India on road safety should be fostered through multiple channels, based on strong relationships built through a bouquet of visits, virtual meetings, and participation in events and encompass collaborations with multilateral agencies including the World Bank and the Asian Development Bank.

1 WHO, Global Status Report on Road Safety 2018.

2 <https://www.vicroads.vic.gov.au/>

India's road toll

Indian roads are among the most unsafe in the world. Nearly 11% of the world's road accident-related deaths occur in India, despite India having only 2% of the world's motor vehicles.³ In 2019, there were 450,000 accidents on India's roads, involving 450,000 injuries and over 150,000 fatalities. Road accident severity (number of persons killed per 100 accidents) is currently sitting at around 30%.⁴

There are suggestions that India's road toll might be even higher than reported. Two studies in 2017 estimate fatalities are 45% to 82% higher than official figures, which would suggest a road toll closer to 220,000 or 275,000.⁵ It is estimated that 200,000 lives will continue to be lost every year due to road accidents if appropriate measures are not implemented.⁶

The road safety challenge in India

India faces some very particular road safety challenges, including the range of vehicles and road users sharing the road with little or no separation. Cars share the roads with motorized and non-motorized vehicles of varying size, speed and manoeuvrability, including pedestrians, bicycles, mopeds, scooters, motorcycles, auto-rickshaws, taxis, vans, trucks, and buses and animals. The most vulnerable road users are two-wheelers, which account for more than one-third (37%) of fatalities.

Non-compliant road use behaviours also exacerbate the situation. There is limited enforcement presence and enforcement mechanisms. In the official statistics, this is mainly reflected in driver error statistics which in 2019 accounted for more than 80% of accidents, two-thirds blamed on speed. Over a quarter (28%) of accidents involved drivers without a valid driving licence, and one in ten accidents involved vehicles older than 15 years. Digital solutions for penalties and fines, licensing processes and managing defective vehicles are required. Community engagement and participation in road safety discourse is being escalated through campaigns but changing road-user behaviours is a long-term proposition. Road infrastructure projects are increasingly incorporating a "forgiving roads" approach that uses design techniques and technology to minimise road-user error and its impact in the shorter term.

Urban design and urban road management is another key challenge. There are substantial regional variations in road accident and fatality patterns, but the top 50 million-plus populated cities account for over 18% of accidents and almost 12% of deaths.

3 WHO, Global Status Report on Road Safety 2018.

4 Ministry of Road Transport and Highways, Road Accidents in India 2019

5 D. Mohan, G. Tiwari, K. Bhalla, Road Safety in India: Status Report 2020, Delhi: IIT Delhi, 2020, p. i.

6 G. Gururaj, M.S. Gautham, Advancing Road Safety in India - Implementation is the Key, Bengaluru: National Institute of Mental Health & Neuro Sciences, 2017, p.43.

A second decade of action for road safety

Road engineering in many locations has not kept pace with rising traffic volumes and changes in use. With roadways spanning 6.2 million km, India has the second largest road network globally, comprising national highways, state highways and project and rural roads.⁷ While the road network is extensive, its quality and capacity standards are highly variable. National and state highways make up only 5% of the road network in India but account for a disproportionately higher share of accidents (55%) and deaths (61%) in comparison with other types of roads (Table 1). With such a vast road network, it is not possible to upgrade every road. India's focus is sensibly on high volume roads. Highway upgrades have meant that over the five years to 2019, road accidents and injuries decreased on both national and state highways, however, fatalities on national highways recorded an increase.⁸

Table 1: Road network and accidents 2019

Type of Road	Road Network (%)	Road Accidents (%)	Deaths (%)
National Highways	2.03	30.50	35.70
State Highways	3.01	24.30	25.50
Other Roads	94.96	45.20	38.90

Source: Ministry of Road Transport and Highways – Road Accidents in India 2019

Sitting behind these challenges is a complex mix of causal factors. The conventional approach to road safety through a narrow engineering lens is giving way to a more comprehensive understanding of these broader factors, including the road hierarchy, road user behaviour and compliance, vehicle standards, emergency management, urban planning, infrastructure investment and project design.

India is not alone in focusing efforts to address an unacceptably high national road toll. There is global concern about the number of fatalities and injuries from road traffic accidents. Across the world, an estimated 1.35 million people are killed every year and 50 million people injured. In response, the United Nations has proclaimed a second Decade of Action for Road Safety. Building on the 2011-2020 Decade, the Decade of Action for Road Safety 2021-2030 aims to improve global road safety and halve road traffic deaths and injuries by 2030.⁹ These same aims are also integral to the United Nation's Sustainable Development Goals (SDG 3.6 Good Health and Wellbeing and SDG 11.2 Sustainable Cities and Communities).¹⁰

India is placing a high national priority on road safety and has committed to reducing road accident-based fatalities by 50% by 2030 as a signatory to the Stockholm Declaration on Road Safety. To achieve this target, the Government of India and various state governments have responded on multiple fronts with a series of initiatives to boost road safety.

7 Ministry of Road Transport and Highways, Annual Report 2020-2021, p. 7.

8 Ministry of Road Transport and Highways, Road Accidents in India 2019.

9 World Health Organisation, Decade of Action for Road Safety

10 <https://www.undp.org/content/undp/en/home/sustainable-development-goals.html>

India's road safety initiatives

The road safety challenge is now well-recognised by India at the national level, and the political will to stem the increasing number of accidents is evidenced in a range of initiatives introduced by the Government of India and various state governments. Pre-2019 initiatives are schematised in Figure 1. In 2019, the Ministry of Road Transport and Highways (MoRTH) introduced sweeping changes to the road safety policy and legislative framework through amendments to the Motor Vehicle Act (MVAA 2019). Other recent initiatives include establishing a lead agency for the sector, integrating road safety design in infrastructure projects, road safety audits, the rectification of black spots, vehicle safety standards, enforcement mechanisms, emergency services and road safety awareness programs. Nevertheless, while government actions on road safety have been substantial, they remain unevenly resourced and implemented, resulting in varying levels of effectiveness across the country.

Motor Vehicle Amendment Act 2019 (MVAA 2019)

The Motor Vehicle Amendment Act 2019 (MVAA 2019) is perhaps best known in India for introducing hefty fines to ensure better driver behaviour, but its innovative changes reflect India's broader approach to road safety.¹¹ Provision is made for compensation to victims of road accidents, protection of good Samaritans who go to the aid of accident victims, recall of defective vehicles, vehicle insurance and simplification of licensing provisions.

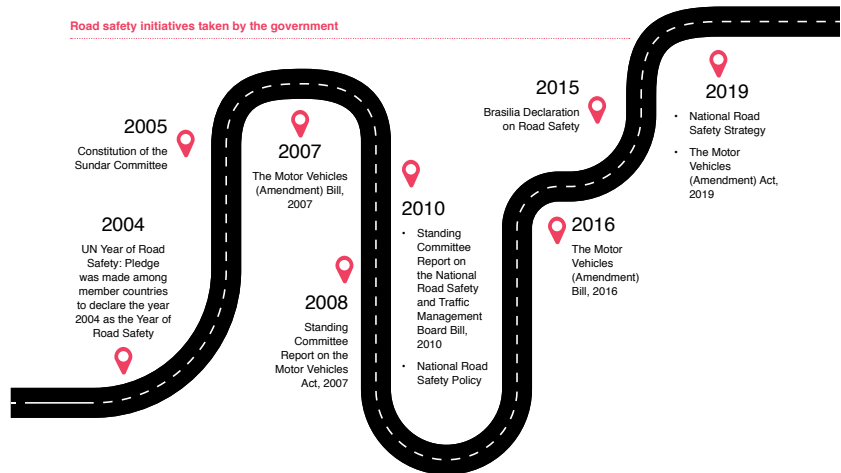
The Indian government attributed the decline in road traffic accidents, injuries and deaths in 2019 to these amendments to the Motor Vehicle Act 1988, the primary regulation that governs road transport in India.¹² In the few months following its introduction on 1 September, a number of states reported decreases in road fatalities. Across India in 2019, accidents and injuries were down almost 4% on the previous year, and deaths were marginally down by 0.2%.

The new legislation also recognises the importance of road design and engineering in reducing the risk of accidents. Key provisions of the MVAA 2019 increase the accountability of road contractors and design consultants to ensure the safety and proper maintenance of roads.

¹¹ <https://egazette.nic.in/WriteReadData/2019/210413.pdf>

¹² Ministry of Road Transport and Highways, Foreword, Road Accidents in India 2019.

Figure 1: Road safety initiatives taken by the Indian government, 2004-2019¹³



Source: PwC and FICCI, A step towards safer mobility 2019

National Road Safety Board (NRSB)

One of the most significant changes introduced by the MVAA 2019 is the provision for the establishment of a National Road Safety Board (NRSB) as the lead agency for road safety in India. A national lead agency is viewed as essential to developing an intersectoral approach to road safety. Efforts to take a more coordinated approach to road safety have been hampered in the past by the absence of a lead agency that can bring together the multiple stakeholders concerned. The resourcing of the Board highlights road safety as a clear national goal for India. The Ministry of Finance has recently approved (April 2021) funding for the NRSB,¹⁴ including technical committees to advise the government on the formulation of road safety policy, including road infrastructure.

This work will be supported at the state level by various state road safety authorities set up in a few states (Kerala, Karnataka, and Gujarat). Various states are also contemplating the establishment of state road safety councils.

¹³ PwC and FICCI, A step towards safer mobility, 2019.

¹⁴ "Finmin clears proposal for National Road Safety Board," *Times of India* 9 Apr. 2021.

National Road Safety Strategy

The new National Road Safety Strategy, currently under development, is a crucial piece of the implementation framework for the National Road Safety Policy (NRSP) adopted in 2010. The NRSP provides the policy framework for road safety improvement, including raising public awareness, providing medical and other support services and promoting research. The NRSP had envisaged various central and state-level institutions and road safety governance mechanisms, and the establishment of the National Road Safety Board and the development of the Strategy will address calls to operationalise the policy and make it more effective.

Multilateral agencies

Multilateral agencies such as the World Bank and the Asian Development Bank have been actively working with the Government of India and various state governments to support road safety through project design, development of policies, and creation of institutional structures. The areas of engagement typically include governance and capacity building, integrating road safety infrastructure improvements in various projects (increasingly, project funding is conditional on the integration of road safety infrastructure), and in some cases developing road safety demonstration corridors.

Road safety demonstration corridors

The World Bank has been active in each of the top 10 states that accounted for the majority of the fatalities in 2018 and is in the process of creating multi-sectoral demonstration corridors that bring together various departments such as the transport, police, health, public works, education, in an effort to adopt a more integrated approach to road safety. The demonstration corridor in Tamil Nadu has set an example for others to follow.

The pace of investments in road infrastructure has picked up across the country. It is estimated that the World Bank's investments in road safety in India are about USD 50 million (approx. AUD 65 million) in completed projects and USD 200 million (approx. AUD 260 million) in ongoing projects.¹⁵ Design-level road safety audits (by an independent team) were not common in the past but have come into practice in a limited manner with the increasing involvement of multilateral and bilateral agencies.

International Road Assessment Programme (iRAP)

Since 2017 the global organisation for road assessment programs, iRAP, has carried out assessments of more than 17,600 km of highway network across 13 states (including Andhra Pradesh, Kerala, Assam, Punjab, Gujarat, Rajasthan, Telangana, Tamil Nadu, Karnataka, Uttar Pradesh, and Haryana). About 5,000 km of the Golden Quadrilateral network (the strategic linkage of the four major metros of Delhi, Mumbai, Chennai, and Bangalore) has been assessed.¹⁶

¹⁵ Interview with World Bank representative, 12 Feb. 2021.

¹⁶ IndiaRAP, Progress Report 2017-2020.

India's infrastructure projects create opportunities for road safety

Integrated Road Accident Database (IRAD)

MoRTH has launched an Integrated Road Accident Database (IRAD) on a pilot basis across six states. Supported by the Indian Institute of Technology Madras and the World Bank, IRAD enables geotagging of road accidents through a tablet provided to the police that also alerts hospital and other services. Road users will also be able to upload data on road accidents on a separate mobile application. The database will facilitate the analysis of accident scenes and lead to corrective measures in road design.

State Road Safety Incentive Program (SRSIP)

MoRTH is embarking on a State Road Safety Incentive Program (SRSIP) in association with Asian Development Bank¹⁷ and the World Bank to boost the funding available to states for the improvement of road safety performance. Investment is estimated to be INR 140,000 million (AUD 2.8 billion).¹⁸ Participating states will receive these funds in the form of grants based on achieving predefined mandatory and optional performance indicators, including safe road infrastructure, safe vehicle standards, driver behaviour, road safety advocacy, and enforcement of relevant laws.

Bloomberg Philanthropies Initiative for Global Road Safety

New Delhi, Mumbai, and Bengaluru feature as priority cities under the Bloomberg Philanthropies Initiative for Global Road Safety, a multi-country program aiming to reduce road-related accidents and deaths, including through improvements to road infrastructure.¹⁹

India is investing in large-scale urban development and road expansion and upgrades across the country. The Smart Cities Mission is transforming the liveability of India's urban landscape by creating 100 smart cities throughout the country. Road infrastructure projects will see over 80,000 km of roads built across India over the next five years, including under the Bharatmala Pariyojana project, which involves building a highway network of 34,800 km to connect India from west to east, the Delhi-Mumbai Industrial Corridor and other dedicated freight corridors.

Integrating road safety design into these projects and maximising the safety of these investments for road users will deliver both social and economic benefits for India.

¹⁷ Asia Development Bank, India: State Road Safety Incentive Program

¹⁸ Nishtha Saluja, RS 14000-crore state support plan to strengthen road safety, *Economic Times*, 15 Jan. 2020.

¹⁹ <https://www.grsproadsafety.org/programmes/bloomberg-initiative-global-road-safety/>

Road safety in the bilateral economic strategies

The relevance of Australia's road safety expertise for India's transport infrastructure and urban development is noted by both Australia and India's recent economic strategies. India's *Australia Economic Strategy* (AES) recognises the best practice developed by Australian companies in road design and intelligent transport systems. Australia's *India Economic Strategy* (IES) identifies export opportunities for Australian expertise in road safety consultancy in policy advisories, and road safety strategies and action plans at both national and state level, traffic management systems, road safety systems, and road safety training for government authorities, emergency services and trauma care.

Austrade has been promoting Australia's road safety credentials in India through various outreach programs, including the Australia India Business Exchange (AIBX), the Road Safety Strategy, which assists Australian business and research organisations to participate in projects promoted by India's national and state governments, the Australia India Infrastructure Knowledge Forum and the Integrated Road Safety Initiative. Austrade also coordinates Indian delegations to Australia (see Appendix A) and supports Australian consultants engaged in delivering road safety consulting and implementation works in India (see Appendix B).

Victoria is a long-time partner with India on road safety

VicRoads, Victoria's roads infrastructure agency, is a long-time partner to India on road safety, having delivered road safety projects in collaboration with Indian government agencies since 1998. Victoria's India Strategy features roads as an area for continued collaboration with India.²⁰

Projects have included policy and strategy development, technical advice and training on the Safe System approach to road safety and institutional capacity building for a multi-sectoral approach to road safety.

In 2016, as part of the iRAP India road assessment program funded by the World Bank, VicRoads provided advice on upgrading road infrastructure in Kerala and Karnataka. In July 2018, a VicRoads and PwC consortium was awarded a consultancy project to draft the Indian National Road Safety Strategy and Action Plan.

Two recent ministerial visits suggest the strength of the Victorian relationships with the states of Tamil Nadu and Karnataka. In October 2018, a Government of Tamil Nadu ministerial visit to Victoria led by the Tamil Nadu Minister for Health resulted in a statement of intent between the National Trauma Research Institute (NTRI) and the Tamil Nadu Health Department to develop a State Road Trauma Plan for Tamil Nadu modelled on the principles of the Victorian Road Trauma Systems. The collaboration with Tamil Nadu Health Ministry has seen significant reductions in road deaths. In 2019, officials from the Government of Karnataka, led by the Minister of Public Works, visited Melbourne seeking technical expertise from VicRoads to help implement their AUD 4 billion road infrastructure program, with a focus on road safety, asset management and intelligent transport solutions.²¹

²⁰ Victoria's India Strategy, 2018, p. 31.

²¹ Officials from the Government of Karnataka in India made the trip to Melbourne in late January to seek technical expertise from VicRoads, VicRoads, 4 Feb. 2019.

Victoria-India opportunities for further engagement

Victorian businesses are among other Australian organisations that are engaged in the delivery of road safety consulting, and implementation works in India. In 2020, Melbourne-based company Acusensus and its India implementation partner and investor Ador deployed a speed-enforcement camera system along the Tamil Nadu 'road safety corridor,' a 30-kilometre stretch of road modelled on an Australian road corridor that forms part of the Tamil Nadu Road Sector Project.²²

Other Victorian road agencies and entities also support road safety in India, including the Australian Road Research Board (ARRB) and the Monash University Accident Research Centre (MUARC). In 2018, government officers from Tamil Nadu attended MUARC's acclaimed Road Safety Management Leadership Program.

Given the scale of initiatives currently being undertaken in India to meet its road safety objectives, the best opportunities for VicRoads are in advisory, capacity building, and enforcement support across the aspects relating to (i) institutional coordination and policy implementation mechanisms, (ii) behavioural change and (iii) infrastructure augmentation.

Institutional coordination and policy implementation mechanisms

Successful road safety outcomes for India depend on integrating and coordinating services across the central government and various state government departments. Victoria is renowned for its integrated approach to road safety. VicRoads can support the implementation of road safety policy and regulations in India by advising on setting up institutional structures that provide a coordinated approach to road safety. These mechanisms would bring together police, health, public works departments, road contractors, and other stakeholders to collaborate under an executive. VicRoads can advise on models for an enabling mechanism comprising legal, administrative and financial domains as well as standard operating procedures across different elements of road safety management, stitching together the experience of combining infrastructure and services, developed with appropriate customisation to suit the local needs.

Capacity building

There is an increasing demand for learning about best practices by Indian stakeholders, nudged by the multilateral and bilateral agencies. VicRoads could play a substantial role in capacity building (structured with a range of pedagogical instruments including workshops, seminars, site visits, and secondment opportunities). Potential opportunities for VicRoads in the education of stakeholders include content design (for driver behaviour), licensing systems, vehicle fitness, and institutional design. The Victorian tertiary sector also offers the potential to collaborate in providing advanced training in road safety, such as the Monash University Accident Research Centre.

²² Austrade helps Australian road-tech company accelerate into India, Apr. 2021.

Issues for engagement

Enforcement and compliance technologies and best practices

Opportunities for VicRoads exist in road safety management systems, including data management, alcohol interventions, post-crash trauma care, speed management, digital enforcement, which includes fixed, mobile, and point to point camera systems, young driver graduate licensing, and training. There is also potential for developing pilot projects and participating in demonstration corridors.

The opportunities to participate in Indian road safety improvement initiatives are substantial, however, they should be considered in the context of the geographical spread across various Indian states, business protocols and the price sensitivities of the market, as well as limitations of engagement due to the prevailing and aftermath of the COVID-19 pandemic. Victorian agencies and business wishing to engage with India on road safety should (i) build relationships over time, (ii) engage with multilateral and bilateral agencies, (iii) develop formal bilateral ties, and (iv) adjust engagement during the COVID-19 pandemic.

Building relationships over time

Continuous engagement with senior policymakers and administrators is imperative for any long-term prospects for engagement in India. The Victorian and Australian government agencies based in India (Victorian Government Trade and Investment Office in Bengaluru and Austrade) have strong networks and can support dialogue and interactions with the Indian stakeholders. It would be useful to work in association with both Australian experts and select Indian private sector organisations to deliver the mandates, with due care taken not to crowd out the private sector.

Engaging with multilateral and bilateral agencies

Multilateral and bilateral agencies, including the World Bank and the Asian Development Bank, play a vital role in India's road safety investments and management. A deeper engagement with these entities would provide opportunities not only in India but across other Asian countries. A close engagement with stakeholders from these multilateral agencies through a visit to Victoria would be mutually enriching once Australia's international border reopens.

Formalising cooperation on road safety engagement

Formalising engagement between Indian central and state governments, implementing agencies, and VicRoads can facilitate engagement in India. Instruments for engagement could include memoranda of understanding similar to the one MoRTH signed with Austria in December 2020 for technology cooperation in the road infrastructure sector encompassing road transportation, road/highways infrastructure development, management and administration, road safety and intelligent transport systems.²³ The iRAP twinning agreement could also be a potential framework for future trade partnerships between Australia and India in road safety infrastructure and road safety management.

Engaging with India during COVID-19

As the COVID-19 pandemic continues to affect both countries, a longer term view of the engagement between India and Victoria has become even more important, particularly as Australia waits for its borders to reopen in 2022. In the interim, once the immediate health crises are passed, there may be opportunities for virtual training programs for capacity building and other online activities.

²³ MoRTH, Monthly Summary for the Cabinet for the month of December, 2020.

Appendix A – Road safety delegations 2013-19

Indian and Australian road safety delegations, facilitated by Austrade, 2013-19

FY	Delegations	Organisation
2013	The first MoRTH visit to Australia included meetings with VicRoads and ARRB	MoRTH
2014	Two Indian state government undertook study tours to Melbourne and Sydney under World Bank and ADB funded projects	
2015	Two missions: 1. Leading Indian private road consultants (May 2015) 2. World Bank / Government of Tamil Nadu (October 2015)	Consultants Tamil Nadu World Bank
2016	Road Safety and Road Tunnelling mission with participants from MoRTH, NHAI, and the World Bank	MoRTH NHAI World Bank
2017	Ministerial mission encompassing: 1. Australasian Road Safety Conference (September 2016) 2. ITS (Intelligent Transport Systems) World Congress (October 2016)	--
2018	Australian Road Safety and Road Infrastructure delegation to the World Road Meet 2017 (WRM2017) in New Delhi	--
2019	Karnataka and Tamil Nadu ministerial visits to Victoria, NSW, Queensland	Karnataka Tamil Nadu

Source: Austrade

Appendix B – Australian road safety consultations and works, 2014-2020

Australian road safety consultations and works, 2014-2020

FY		Indian State/ Organisation
2014	Martin Small Consulting recruited to conduct capacity assessments and institutional strengthening activities for the Government of Tamil Nadu's Road Sector Project	Tamil Nadu
2015	Austrade signed an MoU with IRF (International Road Federation) to strengthen the cooperation between Austrade and IRF on Road Safety (MoU since expired)	IRF
2015	Urban Research and Planning (URaP) urban planning and road safety consultants have secured an AUD 500,000 3 year contract (extendable by 2 years) as a lead Monitoring Consultant for a World Bank-funded Punjab State Road Sector Project	Punjab
2015	Shawsett Training and Safety (STS) has established an office in Bangalore for Driver Training delivery in India	Karnataka
2015	ARRB-IRSM has secured a AUD 1 million plus contract with the Government of Telangana and AP to conduct a structural and functional survey of state highways under World Bank project funding	Telangana Andhra Pradesh
2015	Monash University Accident Research Centre (MuARC) has secured a contract from the World Bank to train senior Indian government officials on leadership in Road Safety Management	GOI
2016	Joint Venture between M/s ArriveSAFE (NGO), M/s Rizer Engineering and Consulting Services Pvt Ltd, and URaP International has been awarded a AUD 300,000 Road Safety Education and Awareness Program for the state of Rajasthan under the RRSMP (Rajasthan Road Sector Modernization Project).	Rajasthan
2016	The World Bank has engaged Martin Small Consulting to identify Road Safety components and measures for the Tamil Nadu project. The contract is roughly estimated at AUD 200,000 for 6 months	Tamil Nadu

FY		Indian State/ Organisation
2017	Austrade facilitated the set-up of IndiaRAP (Indian Road Assessment Program) in association with AusRAP (Australian Road Assessment Program). This is bilateral cooperation on Road Safety through an AusRAP and IndiaRAP Twinning Agreement. The AusRAP and IndiaRAP twinning agreement could be the catalyst to focus and facilitate trade and aid partnerships between Australia and India in road infrastructure safety and road safety management.	IndiaRAP
2018	Macquarie Group won India's first Toll Operate Transfer (TOT) project with a bid of AUD 1.9 billion to manage 700 km of Indian National Highways	
2019	Australia's largest superannuation fund, Melbourne-based Australian Super, USD 1 billion commitment to the National Investment and Infrastructure Fund of India (NIIF). The investment includes co-investment rights up to USD 750 million and a dual investment into the NIIF Master Fund and its fund manager	NIIF
2019	Highways Secretary and Project Director Tamil Nadu Road Sector Project and Director Highways Research Station visit to understand Australian Road Safety expertise and meet with the relevant stakeholders	Tamil Nadu
2020	Melbourne-based company Acusensus, together with its India implementation partner and investor Ador, which offer automatic speed enforcement technologies, were issued a Letter of Intent (LOI) for the execution of the "Supply, Installation, Commissioning and Maintenance of Automatic Speed Enforcement System and Advanced Traffic Management System in East Coast Road (ECR)"	

Source: Austrade

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