

SAFE (a SIAM initiative)
Society for Automotive Fitness & Environment



ANNUAL REPORT
2025-26

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RECYCLE



RENEWABLE



SUSTAINABLE



ABOUT SIAM

The Society of Indian Automobile Manufacturers (SIAM) is an apex national body representing all major vehicle and vehicular engine manufacturers in India. It is a society with charitable objectives registered under the Societies Registration Act, 1860. Its objectives include enhancing the contribution of automobile industry to the growth and development of Indian economy, assisting the automobile industry to meet its social obligations and encouraging the efficiency of industry in general and automobile industry particularly in India. SIAM focuses on activities related to improvement of environment and ensuring safety and protection of automobile vehicle users and public at large. Recognising these objectives, SIAM has been granted registration under the Income Tax Act, 1961 as an institution with charitable purpose.

To meet these objectives, SIAM works closely with stakeholders in the formulation of the economic, environment and commercial policies, regulations and standards relating to automobiles. It provides economic and statistical information as well as technical and public policy services to the stakeholders on behalf of Indian Automobile Industry. It publishes Monthly Industry Statistics, Monthly Commodity Price Monitor and other periodic reports. SIAM organises seminars and workshops on the subjects of topical relevance and interest to the industry. It also carries out various public policy activities, particularly in the field of Road Safety and Environment.

SIAM works closely with various Government departments, both at Central and State level and with international bodies like International Organisation of Motor Vehicle Manufacturers (OICA), International Motorcycle Manufacturers Association (IMMA) and coordinate with other counterpart international associations.

SIAM, jointly with ACMA and CII, organises the Auto Expo – The Motor Show, an exhibition showcasing the trends in the Automobile Industry.

SIAM aims to promote Sustainable Mobility through focused initiatives and campaigns on **जैविक पहल** (Bio Initiative), **हरित हाइड्रोजन** (Hydrogen Mobility), **गैसगतिशीलता** (Gas based mobility), **विधुतीकरण** (Electrification), **चक्रीयता** (Circularity) and **सुरक्षितसफर** (Safe Journey) in alignment with Sustainable Development Goals, 2030 and Net Zero by 2070.



ABOUT SAFE

In order to achieve advancement of Inspection and Certification (I&C) of vehicles and increased safety on roads, the Society of Indian Automobile Manufacturers (SIAM) has incorporated an independent body Society for Automotive Fitness & Environment (SAFE) with membership from Industry, Testing Agencies and NGOs.

SAFE works to spread awareness among the various stakeholders on the concerns of in-use vehicles which would lead to safer vehicles and cleaner environment

SAFE organizes inspection clinics for in-use vehicles and training workshops in various parts of the country for technicians in the area of pollution checking. These programmes are aimed at creating awareness amongst vehicle owners on importance of regular maintenance of their vehicles. It is one of the most effective ways to control emission levels from vehicles in the country.

In addition, SAFE also organizes conferences, seminars and interactions on these subject with State Governments and other stakeholders.

SAFE has also commenced various initiatives for imparting road safety education to students, drivers and the general public at large. Through Road Safety Awareness Programmes, SAFE tries to apprise the community on traffic rules and also to inculcate correct and responsible attitude towards fellow road users.

SAFE is a catalyst in the automobile industry's endeavour to fulfil its commitment towards a cleaner and a safer environment and will continue to support and enhance the industry's role as a responsible corporate citizen in the country

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EXECUTIVE SUMMARY

The SAFE Annual Report 2025-2026 presents a comprehensive overview of initiatives undertaken throughout the year by the Society for Automotive Fitness & Environment (SAFE) under SIAM's commitment to road safety and environmental sustainability in India's automotive sector. Over the past year, SAFE has continued to advance a technology-led approach to road safety while deepening its environmental sustainability agenda, actively engaging with government agencies, industry stakeholders, schools, and road users across the country.

This report highlights key achievements under the "सुरक्षित सफ़र (Safe Journey)" initiative, which continued to strengthen road safety education across Delhi NCR through the Safe Mobility programme and the Annual Principals' Meet. In partnership with Delhi Traffic Police, Suzuki Motorcycle India, Hindustan Times, and India Yamaha Motor, SAFE engaged more than 500 schools, over 2,000 students, and 400-plus teachers and principals, reinforcing responsible road behaviour, traffic law compliance, and driver wellness across school communities, commercial and three-wheeler drivers, and the public.

Additionally, this report provides a macro-level analysis of global road fatality trends and the growing role of technology in reducing them, while contextualising the road safety scenario in India. It explores the technology-led road safety strategies of Australia and Singapore, alongside the environmental sustainability pathways of Finland and Canada, drawing insights that can help India adapt and implement tailored strategies suited to its own developmental context and scale.

The 2025-2026 report also provides a summary of SAFE's major events from the past year, including the SAFE Annual Convention 2025, held in New Delhi under the theme "Together for Safe Roads and Green Mobility: Building a Sustainable India." The Convention brought together senior government dignitaries, industry leaders, and road safety experts around the 5E framework — Education, Engineering, Enforcement, Emergency Care, and Evaluation, alongside the SIAM Green Plate EV Rally and the launch of SIAM's Road Safety Context Paper.

The 2nd Summit on Automotive Future Advancement in Road Safety (SAFAR) held under the theme "Drive to Zero: Strengthening Policies, Preparedness, and Partnerships," and the 6th International Conference on World Environment Day 2026 themed "Climate Action: Accelerating India's Transition to a Low-Carbon Future," further reinforced the organisation's role in driving road safety and sustainability advocacy. These events provided opportunities for engagement with policymakers and international experts, fostering collaboration on vehicle technology, policy reform, emergency care, and the low-carbon mobility transition.

Other activities, including the observance of National Road Safety Month 2026, engagement with Delhi Traffic Police, and associated events by SAFE members, provide an overview of SAFE's active involvement in furthering the vision of road safety across the country.

As SAFE continues to champion stronger road safety policies and sustainable environmental initiatives, this report highlights the collective responsibility of all stakeholders, including government bodies, industry leaders, and the public, to contribute to a safer and more sustainable transportation ecosystem. Through policy advocacy, awareness campaigns, and strategic partnerships, SAFE remains dedicated to making India's roads safer for all.

It is my privilege to present the SAFE Annual Report 2025-2026, a document that reflects the collective resolve of our industry, our government partners, and our communities to build a safer and more sustainable mobility ecosystem for India. As President, SAFE, I feel a deep sense of responsibility and pride in what this organisation has built over more than two decades of purposeful work. India's road safety challenge remains urgent and deeply personal. Every year, over 1.7 lakh lives are lost on our roads, and many more are left with permanent injuries that alter the course of families and communities. These are not statistics, they are citizens, workers, students, and parents. Addressing this challenge is not a regulatory obligation alone; it is a moral commitment that the automotive industry must embrace unreservedly, and one that SAFE has championed since its founding



Message from **President, SAFE**

This year's report provides a comprehensive view of our activities across road safety and environmental sustainability, alongside a macro perspective on global trends and the initiatives of leading nations. Road safety and environmental responsibility are not separate agendas. They are two dimensions of the same commitment to mobility that serves people and the planet with equal care, and SAFE's mandate has always encompassed both.

This year has made some meaningful progress across SAFE's core programmes. The 26th SAFE Annual Convention provided a powerful platform for policymakers, industry leaders, and experts to deliberate on road safety as a national development priority, reinforcing the 5Es, Engineering, Enforcement, Education, Emergency Care, and Evaluation as the guiding architecture for India's road safety response. The 2nd Summit on Automotive Future Advancement in Road Safety, SAFAR, deepened our advocacy for systemic policy reform, and the 11th Safe Mobility Competition brought together over 2,000 students in a celebration of road safety awareness and youth engagement.

Perhaps the most consequential milestone of the year has been the nationwide rollout of the SIAM-KVS Road Safety Online Education Program, in the presence of the Hon'ble Union Ministers of Road Transport and Highways and Education. We are for the first time embedding road safety as a sustained, curriculum-linked discipline that will reach over 15 lakh students. This is the kind of long-duration, high-multiplier intervention that can genuinely shift the culture of road behaviour across generations.

On environmental sustainability, the automotive industry has continued to demonstrate commitment through investments in electrification, ethanol compatibility, circularity, and the emerging clean fuel ecosystem. India's achievement of 20 percent ethanol blending in 2025, the notification of the End-of-Life Vehicle Rules, and the expanding electric vehicle fleet are all markers of an industry that is actively reshaping its environmental footprint. The 6th International Conference on World Environment Day 2026, organised under the theme of "Climate Action: Accelerating India's Transition to a Low-Carbon Future", brought together senior policymakers, industry leaders, and global experts to deliberate on the automotive sector's role in India's decarbonisation journey. Discussions spanning waste management, battery recycling, plastic reduction, and lifecycle responsibility reflected the breadth and seriousness of the sector's environmental engagement. The World Environment Day PUC drive organised by SAFE members across service stations and dealer networks across the country was a visible and tangible expression of industry commitment at the grassroots level. As India pursues its net zero target of 2070 and builds out the infrastructure of a cleaner mobility ecosystem, SAFE's member organisations are not passive observers but active architects of that transition.

I want to express my sincere appreciation to all SAFE members, whose leadership and resources make these initiatives possible; to our partners in government, particularly the Ministry of Road Transport and Highways and the Ministry of Environment, Forest and Climate Change; and to the SAFE Secretariat, whose dedication keeps this mission moving forward every single day. I also want to acknowledge my predecessor, Shri Sushant Naik, under whose presidency SAFE scaled its impact significantly and gave our programmes greater national visibility. The road ahead demands continued ambition. India has set a target to reduce road traffic deaths by 50 percent by 2030. That goal is achievable, but only with coordinated action, sustained investment, and an unwavering belief that every life on our roads is worth protecting. SAFE will continue to lead that effort, with industry, with government, and with the communities we serve.

Alok Jaitley
President, SAFE

Global Road Safety Landscape



The Evolving Mobility Landscape and the Road Safety Imperative: Acting Now for a Safer Tomorrow

Road safety remains one of the most urgent and under addressed public health challenges of our time. Globally, approximately 1.2 million people lose their lives in road traffic crashes every year, with millions more suffering from non-fatal injuries that result in long-term disability and economic hardship. The burden is disproportionately borne by low- and middle-income countries, which account for over 90% of road fatalities despite having less than 60% of the world's vehicles. Vulnerable road users, pedestrians, cyclists, and two-wheeler riders, bear the heaviest toll. The United Nations Decade of Action for Road Safety 2021–2030 has set an ambitious target of halving road traffic deaths and injuries by 2030, catalysing governments, multilateral institutions, and the private sector to align their strategies around the Safe System approach, a framework that accepts human fallibility and places the responsibility for preventing death and serious injury on system designers, vehicle manufacturers, road agencies, and regulators collectively rather than on road users alone.

UN General Assembly Resolution 74/299 declared a
Decade of Action for Road Safety 2021–2030,
with the target to reduce road traffic deaths & injuries

BY AT LEAST 50% during that period

Figure 1: UN Road Safety Targets

Yet despite sustained advocacy and policy progress, the pace of change has remained uneven and, in many parts of the world, insufficient. Traditional road safety interventions

like infrastructure upgrades, enforcement campaigns, and public awareness drives, while necessary, have proven inadequate on their own to achieve the scale of reduction required. It is increasingly clear that technology must play a central and accelerating role. Globally, advanced vehicle safety systems, data-driven enforcement, connected infrastructure, and AI-enabled analytics are reshaping how road safety is understood, measured, and delivered. From mandatory ADAS fitment requirements in the European Union and the United States to Japan's sophisticated public-private approach to road safety data integration, the world's leading automotive markets are embedding technology into the very architecture of safe mobility.

Five Technologies Redefining Road Safety

Across the world, a set of converging digital technologies is reshaping how road safety is approached. These are not futuristic concepts. They are deployed today in leading road safety nations and are beginning to find application in India. Five technologies stand out for their transformative potential: Advanced Driver Assistance Systems, Vehicle-to-Everything Communication, AI-based Traffic Management, Digital Enforcement Systems, and Connected Vehicle Telematics.

Advanced Driver Assistance Systems (ADAS)



Advanced Driver Assistance Systems represent a family of technologies embedded within the vehicle that actively assists the driver in avoiding or mitigating accidents. Rather than relying solely on the driver to respond to hazards, ADAS systems monitor the environment around the vehicle continuously and intervene when dangerous situations are detected.

The core applications of ADAS include autonomous emergency braking, which applies the brakes automatically when a collision is imminent; lane departure warning and correction,

which alerts or steers the vehicle back when it drifts unintentionally; adaptive cruise control, which maintains a safe following distance from the vehicle ahead; blind spot detection, which warns the driver of vehicles in areas outside direct visibility; and pedestrian and cyclist detection, which identifies vulnerable road users and triggers alerts or braking responses. The impact of ADAS on accident prevention is well established. Studies across multiple markets have shown that autonomous emergency braking alone can reduce rear-end collisions by more than 40%ⁱ. Lane departure systems significantly reduce fatalities on highways where drowsy or distracted driving is a major contributor.

Vehicle-to-Everything Communication (V2X)

Vehicle-to-Everything Communication, or V2X, enables vehicles to exchange real-time information with other vehicles, road infrastructure, traffic management systems, and even pedestrians carrying connected devices. Unlike ADAS, which is contained within the vehicle, V2X extends the safety perimeter beyond what any onboard sensor can detect, creating a cooperative awareness layer across the entire road environment.



The key applications of V2X span several high-risk scenarios. Vehicle-to-vehicle communication allows cars to warn each other of sudden braking or hazardous conditions ahead, well before the driver can see or react to them. Vehicle-to-infrastructure communication connects vehicles to traffic signals, allowing for dynamic signal phasing that reduces red-light running and improves intersection safety. In emergency scenarios, V2X can alert approaching vehicles when an ambulance or fire engine is en route, enabling faster clearance and reducing response times. Pedestrian safety applications use smartphones or wearables as nodes in the network, alerting drivers to pedestrians in blind spots or crossing paths.

V2X technology connects vehicles with infrastructure, other vehicles, pedestrians, and vulnerable road users. While it offers significant safety and mobility benefits, inadequate cybersecurity safeguards could expose the ecosystem to substantial risks. Considering India's heterogeneous and highly congested traffic environment, extensive pilot deployments across metros and Tier I/II/III cities are essential to validate its effectiveness

and develop India-specific solutions. Notably, V2X is not yet mandated in major markets such as the EU, USA, or Japan, and issues related to infrastructure readiness ,VRU integration and existing vehicle parc need to be resolved to unlock its full potential."

AI-Based Traffic Management

Artificial intelligence is transforming traffic management from a reactive function into a



predictive one. Traditional traffic management systems respond to congestion and incidents after they occur. AI-based systems analyse vast streams of real-time data, from cameras and sensors to historical accident records and weather inputs, to anticipate problems and intervene proactively.

The most impactful application from a road safety perspective is black spot prediction and intervention. By processing historical accident data alongside road geometry, traffic volume, speed patterns, and environmental conditions, AI systems can identify locations where accidents are statistically likely before they happen, enabling targeted engineering or enforcement interventions. AI-powered cameras can detect dangerous driving behaviours such as wrong-way driving, sudden lane changes, and vehicles stopped on high-speed roads, triggering immediate alerts to control centers and field units. Dynamic signal control, driven by AI, can reduce conflict points at intersections, which account for a significant share of urban road accidents globally.

Digital Enforcement Systems

One of the most direct levers available to reduce road fatalities is consistent, credible enforcement of traffic laws. The evidence globally is clear: when drivers believe that violations will be detected and penalized, compliance improves significantly. Digital enforcement systems automate this process, extending enforcement coverage far beyond what human patrol resources can achieve.



The core technologies in this space include Automatic Number Plate Recognition, or ANPR, which identifies vehicles in real time and can cross-reference them against databases of stolen vehicles, expired registrations, or outstanding violations; speed enforcement cameras, both fixed and mobile, which create a deterrent effect even in the absence of traffic police; red light violation detection systems, which capture and penalise those who run signals; and electronic challan platforms, which automate the issuance and processing of fines, reducing the scope for human discretion and corruption in the enforcement chain.

Connected Vehicle Telematics

Connected vehicle telematics refers to the use of onboard devices and connectivity platforms to monitor, transmit, and analyse data about vehicle movement and driver behaviour. While the technology has deep roots in fleet management and logistics, its road safety applications are increasingly recognised as among its most valuable dimensions.

From a road safety perspective, telematics enables continuous monitoring of behaviours such as harsh braking, rapid acceleration, speeding, sharp cornering, and distracted driving patterns. Fleet operators can use this data to coach drivers, identify high-risk individuals, and intervene before an accident occurs. In the insurance sector, usage-based insurance models link premium pricing to actual driving behaviour, creating a financial incentive for safer driving. For regulatory purposes, telematics data from commercial vehicles can be used to verify compliance with speed limits and rest requirements for long-haul drivers, a critical intervention given the high fatality rates associated with truck and bus accidents in India.



Global Lessons: How Leading Nations Transformed Road Safety Through Technology

The case for technology-led road safety is not theoretical. Several nations have achieved dramatic and sustained reductions in road fatalities by embedding digital technologies into comprehensive national road safety strategies. Two countries offer particularly instructive lessons: Australia and Singapore. Each had different starting points and took a different path, shaped by their own context, but they demonstrate that technology, when integrated systematically with policy, enforcement, and education, produces outcomes that no single intervention can achieve alone.

Australia: Precision, Discipline, and Technology Working Together



Australia's road safety record is among the strongest of any high-motorisation economy in the world, built over five decades of sustained policy investment, legislative innovation, and enforcement commitment. The country recorded approximately 1,256 road fatalities in 2024, representing a fatality rate of around 4.7 per 100,000 population, one of the lowest among comparable economiesⁱⁱ. What makes Australia's experience particularly

instructive for India is not simply the outcomes achieved but the consistency and sequencing of the interventions that produced them, implemented progressively across a federal system where road safety responsibility is shared between national and state governments in ways that parallel India's own centre-state structure.

Australia is widely credited with pioneering two of the most consequential road safety interventions in global history. Victoria introduced the world's first random breath testing programme in 1976, enabling police to test any driver for alcohol without requiring prior suspicion of an offence. The programme was subsequently adopted across all Australian states and territories and produced measurable and sustained reductions in alcohol-related fatalities within years of implementation. Australia also developed and scaled the graduated licensing system, which restricts new drivers through a structured sequence of

learner, provisional, and full licence stages, with progressively relaxed restrictions as experience is accumulated. The graduated licensing model has since been adopted across much of the developed world and is recognised by the WHO as among the most effective tools for reducing fatalities among young and novice drivers.

Australia adopted the Safe System approach as the foundation of its National Road Safety Strategy 2021-2030, committing to a 50 percent reduction in fatalities and serious injuries by 2030 against a 2018-2020 baselineⁱⁱⁱ. The Safe System framework rests on the principle that human error is inevitable and that the road environment, vehicles, and speeds must be designed so that errors do not result in death or serious injury. Practically, this has meant a substantial national programme of infrastructure upgrades including median barriers on high-speed rural roads, wire rope safety barriers, improved signage and line marking, and systematic road safety audits. Australia uses the International Road Assessment Programme star rating system to assess and publicly report the safety standard of its road network, creating accountability for infrastructure quality and directing investment toward the highest-risk segments.



Figure 2: National road safety week in Australia

The Australasian New Car Assessment Programme, known as ANCAP, has been a central pillar of Australia's vehicle safety improvement strategy. Operating independently from Euro NCAP though aligned with its methodology, ANCAP has provided Australian consumers with transparent, comparative safety ratings for new vehicles since 1993, creating sustained market pressure on manufacturers to improve passive and active safety performance. Australia has progressively

mandated safety technologies including electronic stability control, which became compulsory for all new passenger vehicles in 2011, and has worked through ANCAP to accelerate the fitment of autonomous emergency braking, lane support systems, and speed assistance technology. The result is a national new vehicle fleet whose average safety standard has improved substantially over the past two decades, directly reducing fatality severity when crashes do occur.

Singapore: Smart City, Safe Roads

Singapore offers a different but equally instructive model. As a small, densely urbanised city-state with one of the highest vehicle densities in Asia, Singapore faced road safety challenges that were fundamentally urban in character: complex intersections, high pedestrian volumes, limited road space, and a diverse mix of vehicle types. The country's response has been to build one of the world's most sophisticated urban road safety technology ecosystems, integrated with its broader smart city infrastructure.



Singapore's Intelligent Transport System, managed by the Land Transport Authority, connects traffic signals, sensors, cameras, variable message signs, and enforcement systems into a unified network that covers the entire expressway road grid of 160km^{iv}. Real-time traffic data is processed centrally, allowing for dynamic signal optimisation that reduces conflict points and manages flow to prevent the congestion and frustration that contribute to aggressive driving behaviour. The system also enables rapid incident detection and coordinated emergency response, minimising the time that accidents obstruct traffic and create secondary collision risks.



Singapore was among the first countries to deploy an island-wide electronic road pricing system, using transponders and gantries to manage traffic demand through pricing. While primarily a congestion management tool, ERP has significant road safety benefits by reducing the volume of vehicles on high-risk corridors during peak periods. The country has since evolved toward a next-

generation satellite-based system that enables more granular and flexible demand management.

On enforcement, Singapore operates one of the most comprehensive automated systems in the world. Speed cameras, red light cameras, ANPR systems, and bus lane enforcement cameras operate continuously across the network, creating a level of enforcement coverage that would be impossible to achieve through human policing alone. Fines are automatically issued and processed through an integrated digital platform, and non-payment triggers immediate consequences including vehicle immobilisation for repeat offenders. The deterrence effect of this system is well documented in Singapore's sustained low violation rates.

The lesson from Singapore is about integration and governance. Technology delivers its full potential only when systems are connected, data flows freely between agencies, and accountability for outcomes is clearly assigned. Singapore's institutional discipline in managing its road safety ecosystem is as important as the technology itself.



Figure 3: Digital Technologies to enhance road safety in Singapore

Road Safety in India

India's Road Safety Challenge: Scale, Stakes, and Structural Gaps

India's roads remain among the most challenging in the world. In 2024, the country recorded over 4.8 lakh road accidents, and road crashes have become the leading cause of death among Indians aged 18 to 45.

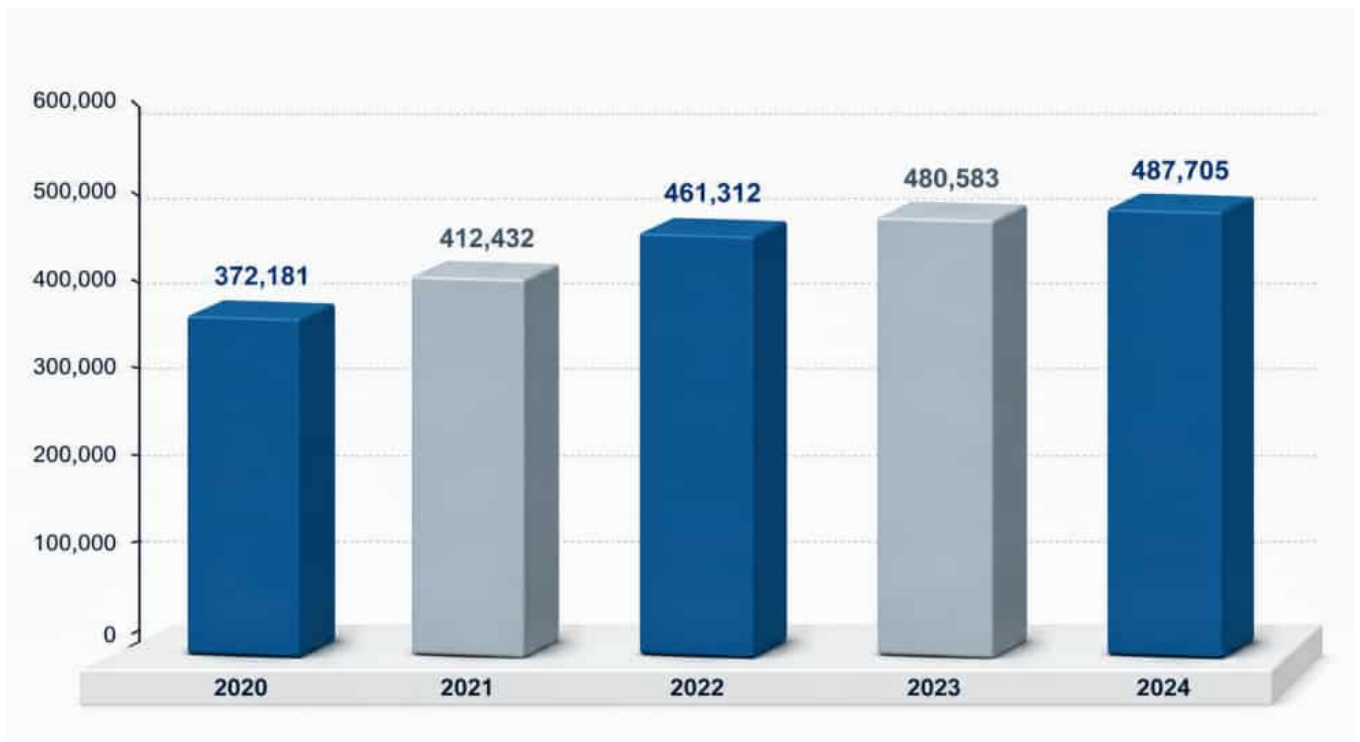


Figure 4: Road Accidents in India^v, 2020 to 2024

The socioeconomic cost of road accidents in India has been estimated at more than 3% of GDP^{vi}, a figure that reflects not just human tragedy but an enormous burden on economic productivity and public health systems. When measured against peer economies, the picture is sobering. India accounts for roughly 10 to 11 percent of global road accident deaths despite having a fraction of the motorization levels of high-income nations^{vii}. Countries such as Sweden, Japan, and Singapore have achieved fatality rates per 100,000 population that are five to ten times lower than India's and the difference is not merely one of infrastructure.

It is, in large part, the result of systematic and sustained deployment of technology across the entire road safety ecosystem, from vehicle design and traffic management to enforcement and emergency response. Traditional interventions have delivered meaningful progress in India, but they have clear limits. Awareness campaigns can shift attitudes over time but cannot prevent a driver from running a red light in real time. Physical enforcement has a deterrence effect but is resource-intensive and difficult to sustain at scale across India's vast and heterogeneous road network. Infrastructure improvements reduce crash severity but cannot eliminate driver error, which remains the cause of more than 70 percent of all road accidents^{viii}. The challenge is significant, but it is not without a path forward.

Building on India's Foundations: Technology as the Next Frontier



India's has already started realizing technology as the next frontier towards road safety. Over the past decade, the country has made genuine and meaningful investments in road safety technology that have created real building blocks for the next phase of progress. The Integrated Road Accident Database provides a national framework for accident data collection and analysis.

The Vehicle Location Tracking Device mandate has created a connected fleet layer across commercial vehicles. The e-challan system has begun digitising traffic enforcement at scale. The Bharat New Car Assessment Programme (BNCAP) has established a consumer-facing vehicle safety rating mechanism that is beginning to shift both OEM behaviour and buyer awareness. Intelligent Traffic Management Systems are now operational in a growing number of cities. These are not cosmetic achievements; they represent a foundation that many comparable economies did not have at a similar stage of development. India is moving and moving with increasing intent.

However, the gap between India's current trajectory and the technology-enabled road safety ecosystems of South Korea, Singapore and other developed nations remains significant, and closing it will require deliberate acceleration across several fronts. Data systems must move from collection to active use, India has invested in gathering road accident data, but the analytical infrastructure to convert that data into targeted, real-time interventions needs to be substantially strengthened. Enforcement technology must scale beyond major cities, extending automated and sustained deterrence to the national and state highway corridors that account for a disproportionate share of fatalities.



Vehicle safety technology must reach mass-market segments, ADAS adoption in India remains concentrated in premium vehicles, and progressive regulatory mandates aligned with Bharat NCAP and global harmonisation efforts are needed to democratise safety technology across the fleet. Interoperability across ministries, state governments, police departments, highway authorities, and transport agencies must improve, because technology investments made in isolation cannot deliver their full potential. And undergirding all of this, India needs a long-term technology road map for road safety, not a series of individual scheme announcements, but a sustained, multi-decade strategic commitment with clear milestones and accountability. The countries that have made the greatest progress share precisely this feature. India has the ambition, the institutional capacity, and increasingly the digital infrastructure to chart a similar course.

Need For Environmental Safety



The world is confronting an environmental crisis whose scale and urgency are without precedent in modern history. Climate change, air pollution, biodiversity loss, and the growing burden of unsustainable waste have begun to reshape the natural systems on which human health, economic stability, and social well-being depend. The automotive sector sits at the heart of this challenge, contributing meaningfully to greenhouse gas emissions, urban air pollution, and resource consumption. At the same time, the sector carries a unique capacity to lead the transition toward cleaner, safer, and more sustainable mobility solutions.

According to the World Health Organization, air pollution causes 6.7 million premature deaths every year, making it the single largest environmental health risk facing humanity today. Of this total, ambient outdoor air pollution alone accounts for 4.2 million deaths annually, with the burden falling disproportionately on low- and middle-income countries that have the least capacity to manage it^{ix}. The economic losses associated with air pollution are equally severe. Premature deaths, hospitalizations, and lost productivity from pollution-linked illness impose enormous costs on healthcare systems and national economies across the world.

The transport sector is among the most consequential contributors to this crisis. Globally, road transport accounts for more than 15 percent of all greenhouse gas emissions and is responsible for a significant share of urban nitrogen oxide emissions and fine particulate matter. In densely populated cities, vehicles are the dominant source of the air quality pressures that affect millions of commuters, pedestrians, schoolchildren, and residents every day. Beyond direct emissions, the production of vehicles, processing of raw materials, management of end-of-life vehicles, and disposal of batteries all create environmental pressures that extend well beyond the tailpipe and demand a comprehensive lifecycle perspective.

Against this background, the global policy response has gathered significant momentum. The Paris Agreement, ratified by 196 parties, established the framework for limiting warming to well below 2 degrees Celsius.

At COP28 in Dubai in December 2023, countries agreed for the first time to transition away from fossil fuels in energy systems and committed to tripling global renewable energy capacity by 2030. These commitments carry profound implications for the automotive industry, as the energy systems that power vehicles, manufacturing facilities, and supply chains are all subject to this transformation.



Figure 5: United Nations Paris Agreement

The automotive sector has responded with accelerating ambition. More than 30 countries have announced targets to end the sale of new internal combustion engine vehicles within the coming two decades. Global electric vehicle sales surpassed 20 million units in 2025, representing approximately 25 percent of all new car sales worldwide, up from less than 5 percent in 2020^x. The speed of this transition, while varying significantly across markets, signals a

structural shift in how mobility is powered, manufactured, and managed over the long term.

Global Perspective on Environment Sustainability

Countries across the world are charting ambitious environmental pathways, and the experiences of leading nations offer important lessons for the direction of India's own automotive and mobility transition. The present edition of the SAFE annual report turns its attention to Finland and Canada, two economies that offer contrasting but equally instructive models for the intersection of environmental policy, industrial transformation, and sustainable mobility.

Finland

Finland consistently ranks among the world's top five nations on the Environmental Performance Index, published by Yale University, reflecting sustained excellence across climate policy, air quality, biodiversity protection, and circular economy implementation.

Finland's performance is remarkable because it has been achieved while maintaining a competitive industrial base that includes significant paper and pulp manufacturing, mining, chemicals, and engineering, sectors that carry inherent environmental intensity. The country's approach demonstrates that economic competitiveness and environmental ambition are not mutually exclusive, a lesson of direct relevance to India as it seeks to grow its industrial base while managing environmental pressures.

Finland has set a national target of achieving carbon neutrality by 2035, among the earliest and most ambitious deadlines adopted by any country globally, and has backed it with the Climate Change Act of 2022, which establishes legally binding carbon budgets for five-year periods through 2050. As of the 2025 national inventory, Finland had reduced its greenhouse gas emissions in 2023 by approximately 47 percent from 1990 levels^{xi}. Low-carbon sources, including nuclear energy, hydropower, wind, and bioenergy, together account for approximately 88 percent of Finland's electricity generation. Wind energy capacity has expanded particularly rapidly, with Finland adding over 2 GW of new wind capacity in 2023 alone, driven by strong permitting reforms and competitive electricity market conditions^{xii}.



Figure 6: Solar farm in Finland

In the automotive and mobility sector, Finland has implemented a comprehensive policy framework to accelerate the shift toward low-emission transport. The country operates a vehicle taxation system that is directly linked to CO₂ emissions, creating strong fiscal incentives for consumers to choose cleaner vehicles. EV adoption in Finland has grown consistently, supported by an expanding public charging network and company car tax reforms that make electric vehicles significantly more attrac-

-tive for business users. Finland has also invested substantially in sustainable urban mobility, with Helsinki committing to carbon neutrality by 2030 through a combination of electric public transport, cycling infrastructure expansion, and modal shift programmes. The Helsinki metropolitan area's integrated mobility-as-a-service platform Whim, developed in Finland, has attracted global attention as a model for reducing private vehicle dependence through seamless multimodal trip planning.



Figure 7: Helsinki's MaaS App, Whim, (Source: Bloomberg)

Finland's approach to the circular economy is deeply integrated into its industrial policy. The country was among the first in the world to publish a national circular economy roadmap, and its implementation has focused on the wood-based bioeconomy, metals and mining, construction materials, and plastics as priority sectors. Finland has invested significantly in industrial symbiosis clusters where the waste or by-products of one industry become the input of another.

Finland's air quality record is among the cleanest in the world, reflecting low population density, high forest cover, limited heavy industry in urban areas, and decades of consistent industrial emissions regulation. PM_{2.5} concentrations in Finnish cities are well below WHO guidelines, a stark contrast to the air quality situation facing India's major cities. The factors driving Finland's clean air outcomes are structural and not easily replicated in rapidly urbanising developing economies, but the policy architecture that has maintained those standards, binding emission limits, industrial permitting systems, regular public monitoring and reporting, and strong integration between urban planning and transport policy, offers a transferable framework. For India, Finland's experience reinforces that clean air is not a passive outcome of geography but an active product of regulatory design and sustained institutional commitment.

Canada

Canada's approach to environmental sustainability is shaped by the dual challenge of managing one of the world's most resource-intensive economies while meeting increasingly ambitious climate commitments under domestic legislation and international frameworks. Canada enacted the Canadian Net-Zero Emissions Accountability Act in 2021, establishing a legally binding pathway to net zero by 2050 with mandatory five-year interim targets and independent oversight through the Net-Zero Advisory Body. Canada's updated Nationally Determined Contribution commits to a 40 to 45 percent reduction in greenhouse gas emissions by 2030 from 2005 levels^{xiii}, backed by the landmark federal carbon pricing system that now applies a levy of 95 Canadian dollars per tonne of CO₂ equivalent in 2026, rising annually, making it one of the most comprehensive carbon pricing mechanisms among G20 economies^{xiv}.

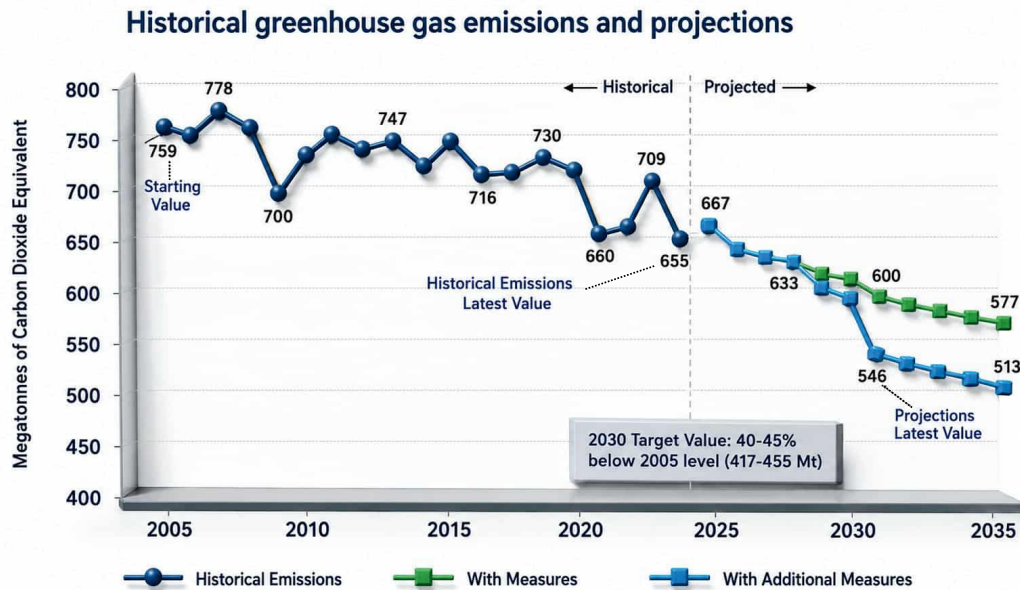


Figure 8: Historical greenhouse gas emissions and projections, (Source: Government of Canada)

In the automotive and mobility sector, Canada has moved decisively toward electrification. The federal government has mandated that all new passenger cars and light trucks sold in Canada must be zero-emission vehicles by 2035, one of the earliest such commitments among large automotive markets globally. Canada's iZEV programme provides purchase incentives for zero-emission vehicles, and provincial programmes in Quebec and British Columbia have further accelerated adoption, with both provinces recording EV market shares significantly above the national average. Canada is also positioning itself as a critical minerals powerhouse for the global EV supply chain, holding significant reserves of lithium, cobalt, nickel, and graphite and actively developing a Critical Minerals Strategy to supply battery manufacturers in North America, Europe, and beyond. This is of direct strategic relevance to India as it works to secure long-term battery material supply chains for its own EV transition.

Canada's Clean Fuel Regulations, which came into force in 2022 and apply to liquid fossil fuels used in transport, represent one of the most consequential low-carbon fuel policy frameworks adopted by any major economy. The regulations require fuel suppliers to reduce the carbon intensity of the fuels they produce and sell, creating a market-based mechanism that incentivises blending of biofuels, renewable diesel, and other low-carbon alternatives into the fuel supply. Canada's parallel investment in hydrogen infrastructure, including the deployment of hydrogen refuelling corridors for heavy trucks on key freight routes, further reinforces its relevance as a benchmark for economies building multi-fuel clean mobility ecosystems.

India's need for Environmental Sustainability

India stands at a critical juncture in its environmental journey. As the world's most populous country, one of the fastest-growing economies, and increasingly one of the largest vehicle markets globally, India's environmental decisions carry profound consequences not only for its own citizens but for the trajectory of global emissions and the viability of international climate goals.

India's vulnerability to the effects of climate change is among the highest of any major economy. The country has experienced a marked increase in the frequency and intensity of extreme weather events linked to climate change in recent years, including record heat waves, devastating floods in Himalayan states, severe cyclonic storms along its coastlines, and prolonged droughts affecting agricultural livelihoods. The economic and human costs of this vulnerability underscore the urgency with which India must both adapt to a changing climate and take ambitious steps to reduce the emissions that drive it.



Figure 9: Air pollution in Delhi (Source: invest India)

Air pollution remains one of India's most serious environmental and public health challenges. India accounted for around 1.7 million premature deaths attributable to ambient and household air pollution in 2025, the highest absolute burden of any country in the world. The report highlights that India's PM2.5 concentrations remain significantly above both the World Health Organization's guidelines of 5 micrograms per cubic meter and the less stringent National Ambient Air Quality Standards. Air Pollution reduces

the average life expectancy of a Delhi – NCR citizen by approximately 8.2 years compared to what it would be if WHO air quality guidelines were met, with the impact considerably higher in the most polluted states^{xv}.



Figure 10: Impact of air pollution in India (Source: Earth 5R)

The transport sector contributes meaningfully to this challenge. Vehicles are the dominant source of nitrogen oxide emissions and a major contributor to fine particulate matter in India's large cities. As India's vehicle fleet continues to grow, with more than 20 million new vehicles added to the road each year, the environmental pressure from the transport sector will intensify unless the pace of clean technology adoption accelerates substantially.

At the same time, India's commitment to environmental transformation is increasingly ambitious and systematically backed by policy. India's updated Nationally Determined Contribution, submitted to the UNFCCC in 2022, commits to reducing the emissions intensity of GDP by 45 percent from 2005 levels by 2030, achieving 50 percent of cumulative electric power from non-fossil fuel sources by 2030, and achieving net zero emissions by 2070^{xvi}. India's renewable energy capacity has expanded dramatically in pursuit of these goals, with the Central Electricity Authority reporting that total installed non-fossil fuel-based electricity capacity of 291 GW by May 2026. Solar energy capacity alone stood at 157 GW, supported by the National Solar Mission, the PM-KUSUM scheme for farmer-led solar generation, and the PM Surya Ghar Muft Bijli Yojana for household rooftop solar^{xvii}.

In the automotive sector, India's single most significant environmental policy intervention in recent history was the transition to Bharat Stage VI emission norms, completed in April 2020. The BS VI standards reduced permissible particulate matter emissions from vehicles by approximately 82 percent compared to BS IV standards and brought India's vehicle emission framework broadly in line with Euro 6 norms, leapfrogging an intermediate stage. This transition required substantial investment by vehicle manufacturers and fuel suppliers but delivered measurable air quality improvements in major cities and set the foundation for the next phase of clean vehicle policy.

On electric mobility, India's policy environment has evolved at pace with the growth of the market. The PM E-Drive scheme, the successor to FAME II, has provided demand-side support for the adoption of electric two-wheelers, three-wheelers, buses, and other vehicle categories. EV sales in India crossed 2.5 million units in fiscal year 2026. The market is scaling rapidly in the segments where total cost of ownership economics are most compelling, and the infrastructure of charging stations, battery swapping networks, and service ecosystems is progressively following.

India's biofuel program represents one of the most consequential near-term environmental achievements in the automotive sector. India achieved 20 percent ethanol blending in petrol in 2025, reaching this milestone ahead of the original 2030 timeline established in the National Biofuel Policy of 2018. The program has delivered multiple co-benefits simultaneously: reductions in crude oil imports, lower vehicle emissions, income generation for farmers and ethanol producers, and an improvement in rural economic activity.

A landmark step in India's automotive circular economy was the notification of the Environment Protection (End-of-Life Vehicles) Rules 2025 by the Ministry of Environment Forest and Climate Change. These rules impose mandatory annual ELV scrapping targets on vehicle producers, based on the volume of vehicles they put into the market 15 years previously in the case of transport vehicles and 20 years previously for non-transport vehicles. The rules establish responsibilities across the vehicle value chain including producers, dealers, registered vehicle scrapping facilities, recyclers, and treatment operators, and mandate environmentally sound management standards for the dismantling, depollution, and material recovery process. The ELV Rules 2025 represent a decisive move from a voluntary to a mandatory extended producer responsibility framework for vehicles in India.

The Vehicle Scrapping Policy, operationalized through the ecosystem of Registered Vehicle Scrapping Facilities, is progressively creating infrastructure for responsible end-of-life vehicle management. Over 100 RVSFs have been established across the country as of 2025, with the government providing fiscal incentives for vehicle owners to scrap old, unfit vehicles.

India's plastic waste management framework has also been progressively strengthened in ways that are directly relevant to the automotive sector. The Plastic Waste Management



Figure 11: Tata Motors Advanced Vehicle Scrapping Facility in Kolkata

Amendment) Rules 2021 and 2022 introduced a ban on identified single-use plastics and expanded Extended Producer Responsibility obligations for plastic packaging. For the automotive industry, plastic components represent a significant share of vehicle weight and must be managed responsibly through the vehicle lifecycle including at end of life. Ensuring that automotive plastics enter proper recovery streams rather than contributing to waste pollution requires coordination between vehicle producers, dismantlers, and materials recyclers.

India's participation in international environmental governance has also deepened. India co-founded the International Solar Alliance to promote global solar energy adoption, participates in global hydrogen initiatives, and is actively engaged in multilateral forums on climate adaptation, biodiversity, and clean air. India's COP26 Panchamrit commitments, its updated NDC, and its stated net zero target of 2070 together represent a framework of international accountability that creates both obligations and opportunities for the automotive sector.

SAFE and its member organizations have a defining role to play in India's environmental transition. The adoption of BS VI emission norms, investment in electric and hybrid vehicle platforms, progress on vehicle scrappage and materials recovery, and engagement with hydrogen pilots all reflect an industry in motion.

The challenge ahead is to accelerate this transition, deepen the ambition across the supply chain, and institutionalize environmental responsibility as a core pillar of automotive industry leadership. Road safety and environmental safety are not separate agendas but complementary dimensions of a single commitment to mobility that serves people and the planet responsibly.

SAFE (a SIAM initiative)

Society for Automotive Fitness & Environment

SAFE

ANNUAL CONVENTION

2025

TOGETHER FOR **SAFE ROADS** AND **GREEN MOBILITY**:
BUILDING A SUSTAINABLE INDIA



18TH SEPTEMBER 2025



BHARAT MANDAPAM,
NEW DELHI

The **SAFE Annual Convention 2025** commenced with a focus on the theme “Together for Safe Roads and Green Mobility: Building a Sustainable India.” organised by SIAM under its Society for Automotive Fitness & Environment (SAFE) initiative, the convention convened eminent leaders from government, automotive industry, academia, law enforcement, and civil society to deliberate on holistic approaches for improving road safety in India.

The event emphasised the five key pillars of road safety – Education, Engineering, Enforcement, Emergency Care, and Evaluation – aligning them with India’s broader mobility transformation agenda and the United Nations Decade of Action for Road Safety (2021–2030). Through ministerial addresses, technical sessions, and an EV rally, the convention highlighted the critical need for systemic change and collaborative action.

Context

India accounts for the highest number of road fatalities globally, with over 1.7 lakh lives lost annually in road crashes. With the growing vehicle population, urbanization, and ambitious mobility electrification targets, the issue of road safety has gained unprecedented policy attention. The SAFE Convention provided a common platform for stakeholders to share strategies, policies, and innovations that can help reduce accidents and create a safer mobility ecosystem.

Objectives of the Conference

The primary objectives of the convention were to:

- Reaffirm national and state-level commitment towards road safety.
- Highlight the importance of education and awareness in building a culture of safe driving.
- Explore engineering solutions for safer infrastructure and vehicles.
- Strengthen enforcement mechanisms and post-crash emergency response.
- Evaluate ongoing initiatives and policies to drive continuous improvement.
- Promote clean mobility through initiatives like EV adoption while ensuring safety integration.
- Foster collaboration between government, industry, academia, and NGOs.

Opening Session: Setting the Stage for a Safer Tomorrow



The Opening Session began with the arrival of dignitaries, national anthem, and a welcome performance by school students. Prashant K Banerjee, Executive Director, SIAM, set the tone with his remarks, highlighting SIAM's long-standing commitment to road safety and introducing a video on SIAM's initiatives in this area. Sushant Naik, President, SAFE and Global Head (Government & Corporate Affairs), Tata Motors, delivered

the welcome address, underlining SAFE's efforts in aligning industry practices with government policies. A video message from H. D. Kumaraswamy, Hon'ble Minister of Heavy Industries & Steel, reinforced the government's determination to integrate safety with sustainable mobility. Saurabh Dalela, Director, ICAT, focused on advancements in vehicle testing standards, while Ajay Chaudhry, IPS, Special Commissioner of Police (Traffic), Delhi Police, emphasised the urgent need for behavioural change and compliance in urban transport. Students of ASN Senior Secondary School presented a road safety dance performance to engage the audience, followed by Mahmood Ahmed, Additional

Secretary, MoRTH, who shared the ministry's initiatives under the National Road Safety Plan. Sanjay Bandopadhyaya, Member, Supreme Court Committee on Road Safety, spoke on judicial oversight and accountability in road safety implementation. The session concluded with a vote of thanks by Alok Jaitley, Vice President, SAFE and Executive Vice President, Maruti Suzuki India, followed by felicitation of dignitaries.

Ministerial Session



The Ministerial Session featured prominent leaders from the Delhi Government and industry, underscoring political commitment to safer roads. Guest of Honour Sardar Manjinder Singh Sirsa, Hon'ble Minister for Environment, Forest & Wildlife, Industries, Food & Supplies, highlighted the need to align road safety with sustainability goals, lauding SIAM's efforts and drawing attention to initiatives such as the PM's "Ek Ped Maa Ke Naam" campaign and Delhi's progress in waste management.

Chief Guest Smt. Rekha Gupta, Hon'ble Chief Minister of Delhi, stressed that behaviour, not just vehicles, causes accidents, calling for a mindset shift toward self-discipline in following traffic rules. She also reiterated Delhi's pledge for greener mobility, with one in three vehicles to be electric and full public transport electrification by 2026. The session also saw the launch of SIAM's Road Safety Context Paper, reflecting the growing engagement in driving awareness campaigns.





EV Rally

The 3rd SIAM Green Plate EV Rally was flagged off by the Hon'ble Chief Minister, accompanied by other dignitaries, marking a strong convergence of road safety and clean mobility. The rally commenced with the launch of SIAM's "Right to Charge" paper, which underscored the urgent need to expand accessible charging infrastructure across the country. Drivers participating in the rally took a safety oath, reinforcing their commitment to responsible driving practices. The event saw the presence of senior representatives from NITI Aayog, MoRTH, and the automotive industry, all joining hands to highlight the future of sustainable transport.



Plenary Session 1: Empowering Change through Education and Engineering

The first plenary session, moderated by Mr. Hormazd Sorabjee, Editor, Autocar India, focused on education and engineering as the foundations of road safety. Mr. Ashim Sharma from NRI Consulting presented the role of structured awareness programs in creating safety-minded communities. Mr. Som Kapoor of EY Parthenon presented about the significance of safer road infrastructure and advancements in vehicle engineering in reducing risks. Vinay Dhingra from Honda Motorcycle & Scooters India spoke about the company's ongoing rider training initiatives and their impact on accident prevention. Prof. Geetam Tiwari of IIT Delhi stressed the importance of data-driven education programs and inclusive road designs for vulnerable users. Devendra Singh of CIRT and Sanjay Chatterjee of ATMA discussed the institutional and industry-level contributions to safer

transport systems. Swarnima Luthra, Principal of ASN Senior Secondary School, shared her experiences in inculcating safety values among students, while Sarika Panda Bhatt, Founder of Raahgiri Foundation, presented grassroots campaigns that empower citizens to reclaim safer public spaces. Dr. S Velumurugan of CRRl emphasised on evidence-based engineering interventions to enhance traffic management and minimize crash risks.



Plenary Session 2: Strengthening Road Safety through Enforcement, Emergency Care & Evaluation

The second plenary session, moderated by Sumit Chaturvedi, Founder & Editor-in-Chief, VoiWorld.com, explored the importance of enforcement, emergency care, and evaluation in building safer roads. Saket Mehra from Grant Thornton Bharat presented strategies to strengthen compliance through digital tools and data-led enforcement. Dibyendu Sengupta of PwC India presented the integration of emergency care with systematic evaluation to drive policy improvement. Yashpal Sachar of Ashok Leyland underscored the industry's role in driver training and compliance initiatives. Shashank Jaiswal, IPS, shared Delhi Police's efforts in leveraging technology for traffic rule enforcement. Anil Syal of Safexpress spoke about safety protocols in logistics and long-haul operations. Akhilesh Srivastava from ITS India Forum outlined the use of intelligent transport systems for monitoring compliance and traffic management. Dr. Tarun Lala of Max Hospital stressed the need for robust emergency response during the golden hour to save lives, while Nuruddin, an accident survivor and para-athlete, delivered an inspiring personal story that reinforced the urgency of preventive safety measures.



Takeaways of the Conference

- Road safety requires multi-stakeholder collaboration, combining government policy, industry innovation, enforcement, and civil society efforts.
- Education and awareness must start at schools and communities to instil long-term behavioral change.
- Engineering solutions – from safer infrastructure to advanced vehicle technologies – remain critical.
- Stronger enforcement supported by digital tools is vital to ensure compliance.
- Emergency response systems and training must be scaled up nationwide to save lives post-crash.
- Continuous evaluation and feedback loops are needed to track policy effectiveness.
- The integration of safety with sustainability—through EV adoption and clean mobility—marks the next frontier for India’s transport ecosystem.

SAFE (a SIAM initiative)

Society for Automotive Fitness & Environment



An initiative by **SIAM**

———— **2ND** SUMMIT ON ————
AUTOMOTIVE FUTURE
ADVANCEMENT IN ROAD SAFETY



17TH FEBRUARY 2026



INDIA HABITAT CENTRE,
NEW DELHI

Under its road safety initiative, SAFE - SIAM organised the **2nd Summit on Automotive Future Advancement in Road Safety (SAFAR)** on 17th February 2026 as part of SIAM Sustainable Mobility Week 2026. The summit was held under the theme “Drive to Zero: Strengthening Policies, Preparedness, and Partnerships.”

Aligned with SAFE & SIAM’s objective of promoting safer mobility, the summit aimed to bring together government representatives, industry leaders, research institutions, emergency response experts, NGOs, and other key stakeholders on a common platform to deliberate on pathways for reducing road fatalities in India. The event focused on strengthening the country’s road safety framework through policy reform, technology adoption, improved preparedness, and deeper collaboration across stakeholders.

The discussions during the summit covered key aspects of road safety including vehicular safety technologies, driver behaviour, licensing systems, road infrastructure, post-crash response, and data-driven interventions. Through keynote addresses, technical presentations, workshops, and panel discussions, the summit highlighted the importance of a systemic and multi-stakeholder approach to advancing road safety and achieving the long-term goal of zero fatalities on Indian roads.

Event Theme

The 2nd Summit on Automotive Future Advancement in Road Safety (SAFAR) was organised under the theme “Drive to Zero: Strengthening Policies, Preparedness, and Partnerships.”

The theme reflected the need for a comprehensive and collaborative approach to reducing road fatalities in India by strengthening policy frameworks, institutional preparedness, technological interventions, and multi-stakeholder partnerships. It underscored the importance of aligning government action, industry innovation, road user behaviour, emergency response systems, and community participation to build a safer and more resilient road safety ecosystem.

Event Objectives

- To provide a multi-stakeholder platform for policymakers, industry leaders, safety experts, and civil society to deliberate on strategies for reducing road fatalities in India.

- To strengthen collaboration between government and industry in developing effective road safety policies, regulatory frameworks, and institutional mechanisms.
- To highlight the role of emerging technologies such as Advanced Driver Assistance Systems (ADAS), AI-enabled safety systems, and data-driven tools in improving road safety outcomes.
- To promote awareness on responsible road behaviour and encourage adoption of safer mobility practices among road users.
- To examine improvements required in post-crash response systems, trauma care preparedness, and emergency response mechanisms.
- To showcase innovative solutions, research, and best practices that can contribute to achieving the long-term goal of zero road fatalities.

The summit featured an inaugural session, technical presentations, a focused workshop, and a panel discussion that explored policy reforms, technological innovations, and collaborative strategies for strengthening road safety in India.

Inaugural Session

Strengthening India's Road Safety Framework Through Government & Industry Collaboration

The inaugural session of the 2nd Summit on Automotive Future Advancement in Road Safety (SAFAR) set the tone for discussions on strengthening India's road safety ecosystem through collaborative efforts between government, industry, and civil society. The session was graced by Chief Guest Dr. Rajshekhar Joshi, Vice Chairman, Sethu Aayog (Uttarakhand) and Guest of Honour Mr. Sanjay Bandopadhyaya, Member, Supreme Court Committee on Road Safety, along with senior industry leaders and experts.

Welcoming the dignitaries and participants, Mr. Prashant K Banerjee, Executive Director, SIAM, highlighted the responsibility that accompanies the growth of India's automotive industry. He emphasised that road safety must remain a national priority and called upon citizens, particularly young people, to contribute actively to creating safer roads.

Welcoming the dignitaries and participants, Mr. Prashant K Banerjee, Executive Director, SIAM, highlighted the responsibility that accompanies the growth of India's automotive industry. He emphasised that road safety must remain a national priority and called upon citizens, particularly young people, to contribute actively to creating safer roads. He noted that initiatives such as SIAM's Surakshit Safar demonstrate how collective action can address the country's road safety challenges.

Addressing the summit, Chief Guest Dr. Rajshekhar Joshi underscored the need for a mission-oriented approach towards road safety education and awareness. He highlighted the growing role of artificial intelligence and data-driven technologies in identifying accident-prone locations and improving emergency response systems. Dr. Joshi stressed that safer vehicles, better infrastructure, and responsible driving behaviour must evolve together to reduce road fatalities.

Guest of Honour Mr. Sanjay Bandopadhyaya emphasised the importance of strong enforcement and institutional accountability in road safety governance. He highlighted the Government of India's initiatives such as the zero-fatality programme across 100 districts, stressing that effective implementation requires coordinated action among police, health, transport, and insurance authorities.



During the summit, SIAM also launched a Context Paper titled “Advancing Road Safety Through Systemic Policy Reform.”

Industry leaders also shared their perspectives on strengthening road safety systems. Mr. Alok Jaitley, President SAFE and Executive Officer, Maruti Suzuki India Ltd., emphasised that road safety is a shared responsibility requiring stronger policies, improved preparedness, behavioural change, and wider adoption of technology. The session concluded with closing remarks by Mr. Bhagwan Bindiganavile, Treasurer SAFE and Executive Vice President – Strategic Planning, Brand and Communication, VE Commercial Vehicles, who reiterated that collaboration across stakeholders and responsible road behaviour are critical for achieving the goal of zero fatalities.

Technical Session

Innovation in Vehicular Safety Technology



The Technical Session on “Innovation in Vehicular Safety Technology” focused on emerging technologies and innovations that can significantly enhance road safety. The session was moderated by Mr. Deepanshu Taumar, Editor, ET Auto, and featured presentations by leading experts from industry, research institutions, and technology organisations.

The session highlighted a range of technological advancements including Advanced Driver Assistance Systems (ADAS), Driver Monitoring Systems, digital radio innovations, connected safety ecosystems, and vision-based road safety technologies. Speakers emphasised that integrating advanced technologies into vehicles can help detect risks early, improve driver awareness, and prevent accidents.

Presentations were delivered by Mr. Kulbhushan Kumar (Grant Thornton) on the need for a connected safety chain, Mr. Alexander Zink (Fraunhofer) on Digital Radio Innovations (DRM), Mr. Gururaj Ravi (Maruti Suzuki India Ltd.) on continuous improvements in vehicular safety, and Mr. S. Ramanathan (Automotive Test Systems) on advancements in ADAS technologies. Additional insights were shared by Mr. Pranjal Nadhani (Cautio) on cautionary technologies, Dr. Jayant Ratti (Nayan Tech) on vision-based safety systems, Mr. Hutesh Kumar Gautam (Drivomate Technologies) on driver assistance technologies, and Mr. Arbab Ahmad (Studio Urbanling LLP) on road safety and mobility patterns.

The discussions highlighted how data analytics, artificial intelligence, and intelligent vehicle technologies can play a significant role in preventing accidents and enhancing road safety outcomes.

Workshop

Saving Lives Post Crashes



A dedicated workshop titled “Saving Lives Post Crashes” focused on improving post-crash response systems and emergency medical preparedness. The workshop addressed the critical role of rapid trauma care, coordinated emergency response, and trained first responders in reducing fatalities following road accidents.

The workshop included a presentation by Captain Sandhya Shanker Pandey, Corporate Chief of Nursing, Fortis Healthcare, who highlighted the importance of strengthening the trauma care chain and ensuring faster medical intervention. She emphasised that

delays in emergency response often reduce medical teams to reactive intervention rather than the structured, protocol-driven care that saves lives in the golden hour, underscoring the need for better preparedness, awareness, and coordination among emergency response agencies.

Panel Discussion

Strengthening Partnerships for Safer Roads



The summit concluded with a panel discussion focusing on collaborative approaches to improving road safety outcomes. The discussion was moderated by Mr. Sumit Chaturvedi, Founder and Editor-in-Chief, VoiWorld.com, and brought together experts from industry, academia, and civil society.

Panel discussions explored themes including shared education, shared data systems, community-driven road safety initiatives, and future-ready partnership models to address road safety challenges. Panellists highlighted the importance of multi-stakeholder collaboration in building safer mobility systems and emphasised that achieving the vision of zero road fatalities requires collective action from government, industry, and society.

The panel featured Mr. Prabhu Nagraj, Operating Officer, Corporate Affairs Honda Motorcycle and Scooter India Ltd. ; Ms. Latika Taneja, Head – Corporate Communications, Corporate Affairs and CSR, Hero MotoCorp Ltd.; Mr. Saurabh Verma, Co-Founder, Synergie; Ms. Rajni Gandhi, Founder and General Secretary, TRAX; Mr. Deepak Sharma, Founder, Mayank Foundation; and Prof. (Dr.) Prerana Arora Singh, Managing Director – Asian Road Safety Academy and Director, Centre for Road Safety Management, Nirwan University.

The discussions concluded with a strong call for greater collaboration, behavioural change, policy reforms, and adoption of advanced technologies to create a safer road transport ecosystem in India.

Key Discussions and Insights

- **Strengthening the Road Safety Framework:** The discussions highlighted the need for a coordinated and mission-oriented approach to road safety, bringing together government agencies, industry stakeholders, enforcement authorities, and civil society to address systemic gaps in implementation and accountability.
- **Technology as a Key Enabler for Safer Mobility:** Experts emphasised the growing role of advanced technologies such as Advanced Driver Assistance Systems (ADAS), Driver Monitoring Systems, AI-based analytics, and connected safety platforms in improving driver awareness, identifying accident-prone locations, and preventing crashes.
- **Importance of Road User Behaviour:** While vehicle safety technologies are rapidly evolving, speakers stressed that behavioural aspects such as helmet usage, seat-belt compliance, and responsible driving practices remain critical in reducing accidents and fatalities.
- **Data-Driven and AI-Based Safety Interventions:** Initiatives such as AI-enabled road safety programmes and intelligent traffic management systems were discussed as important tools to identify high-risk zones, analyse accident patterns, and support targeted interventions.
- **Need for Improved Infrastructure and Enforcement:** Participants highlighted that safer vehicles alone cannot address road safety challenges. Strengthening road infrastructure, improving highway safety measures, and ensuring stricter enforcement of traffic regulations are equally essential.
- **Enhancing Post-Crash Response Systems:** The summit emphasised the importance of strengthening trauma care and emergency response mechanisms to reduce fatalities after accidents. Improving coordination among emergency services and establishing clear protocols for rapid response were identified as key priorities.
- **Collaborative Partnerships for Road Safety:** The discussions underscored the importance of collaboration between government, industry, academia, and civil society organisations to build a comprehensive road safety ecosystem and accelerate progress towards the goal of zero road fatalities.

Delegates and Participation

The 2nd Summit on Automotive Future Advancement in Road Safety (SAFAR) witnessed participation from a diverse group of stakeholders representing various segments of the road safety ecosystem. The event brought together government officials, representatives from automobile manufacturers, testing and certification agencies, research institutions, technology providers, healthcare professionals, and civil society organisations to deliberate on strategies for strengthening road safety in India.

The summit also saw active participation from policy experts, safety advocates, academia, startups, and media representatives, facilitating meaningful dialogue and knowledge exchange on policy frameworks, technological innovations, behavioural interventions, and post-crash response systems. This wide representation of stakeholders reinforced the importance of collaborative and multi-sectoral efforts in advancing India's road safety agenda and working towards the long-term goal of zero road fatalities.

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SAFE (a SIAM initiative)

Society for Automotive Fitness & Environment

— NATIONAL —
ROAD SAFETY
— MONTH 2026 —



1ST – 31ST JANUARY, 2026



SIAM and SIAM Members' Road Safety Awareness Initiatives during National Road Safety Month 2026

The Ministry of Road Transport & Highways (MoRTH) observed National Road Safety Month from 1–31 January 2026 with the objective of promoting safer road behaviour, enhancing awareness of traffic regulations, and reducing road accidents across the country. In support of this national mission, the Society of Indian Automobile Manufacturers (SIAM) and its member companies actively organised and participated in a wide range of road safety awareness initiatives across India.

National Road Safety Month provided an important platform for the automotive industry to demonstrate its commitment towards safer mobility through community outreach, driver training, school engagement programmes, digital awareness campaigns, employee participation initiatives, health check-up camps, and stakeholder collaborations. SIAM members conducted several awareness drives at dealerships, educational institutions, workplaces, and community locations, reinforcing the message that road safety is a shared responsibility.

SIAM Flagship Activities under “Surakshit Safar (Safe Journey)” Initiative

As part of National Road Safety Month 2026, SIAM, in collaboration with the Delhi Traffic Police, Institute of Driving Training & Research (IDTR), and member companies, organised a series of focused road safety interventions aimed at commercial drivers, three-wheeler operators, students, and the general public.

Commercial Vehicle Drivers Training & Health Check-up Camp

12 January 2026 | IDTR Loni/Burari, Delhi

SIAM organised a Road Safety Refresher Workshop for commercial vehicle drivers at IDTR Loni/Burari. The programme focused on traffic regulations, defensive driving techniques, fatigue management, and responsible road behaviour. Drivers also underwent comprehensive health screenings including eye examinations, blood pressure monitoring, and blood sugar testing.

The initiative aimed to enhance both the safety awareness and wellbeing of professional drivers who play a critical role in India's transport ecosystem. More than 200 drivers participated across the driver training programmes conducted during the month.

Three-Wheeler Drivers Training & Health Check-up Camp

15 January 2026 | IDTR Sarai Kale Khan, Delhi

A dedicated refresher workshop was conducted for three-wheeler drivers at IDTR Sarai Kale Khan. The programme emphasised safe driving practices, adherence to traffic regulations, passenger safety, and responsible road conduct. Similar to the commercial vehicle workshop, participants received health check-ups including vision screening and basic health assessments. The initiative contributed to strengthening road safety awareness among a key segment of urban mobility providers.



Road Safety Walk

16 January 2026 | Connaught Place, New Delhi

To promote road safety awareness among young road users, SIAM and the Delhi Traffic Police organised a Road Safety Walk from the Delhi Traffic Police Training Park, Baba Kharak Singh Marg, through Connaught Place and back to the Training Park. The event witnessed enthusiastic participation from more than 1,200 school students from across Delhi along with over 100 volunteers and community representatives. Participants were sensitized on road discipline, traffic rules, pedestrian safety, and responsible road behaviour. The initiative highlighted the importance of inculcating safe road habits at an early age and fostering community participation in creating safer roads for all.



Participation of SIAM Member Companies

In addition to the above flagship activities, SIAM member companies actively supported National Road Safety Month through a variety of awareness campaigns and outreach programmes conducted across the country. Activities included road safety pledge campaigns, school awareness sessions, driver sensitization programmes, employee engagement initiatives, dealership-based awareness drives, social media campaigns, community outreach programmes, and distribution of educational materials promoting safe road practices.

These collective efforts amplified the national road safety message and demonstrated the automotive industry's shared commitment towards reducing road accidents and promoting responsible road use.



National Road Safety Month 2026 once again showcased the strong commitment of SIAM and its member companies towards advancing India's road safety agenda. Through training programmes, health check-up camps, awareness walks, educational outreach, and extensive social media engagement, the automotive industry contributed meaningfully to spreading awareness and encouraging behavioural change among road users.

The collective participation of SIAM members reinforced a powerful message that road safety is not merely a regulatory obligation but a shared social responsibility. By working together, the industry continues to support the national vision of safer roads, safer vehicles, and safer mobility for all.



SAFE (a SIAM initiative)

Society for Automotive Fitness & Environment

11TH
SAFE
MOBILITY 2025
&
TEACHER'S MEET



4TH DECEMBER 2025



INDIA HABITAT CENTRE,
NEW DELHI

The **11th edition of Safe Mobility 2025, organised** by the Society of Indian Automobile Manufacturers (SIAM) under its flagship Surakshit Safar (Safe Journey) initiative, successfully strengthened road safety awareness among school students and educators across Delhi NCR. Conducted with CSR support from Suzuki Motorcycle India and in association with Gyan Mandir Public School, the programme emerged as one of India's leading school-based road safety awareness campaigns.

The initiative engaged more than **500 schools, 400+ teachers**, creating a large-scale platform for promoting responsible road behaviour, traffic discipline, and safe mobility practices among young citizens. The programme concluded with the Safe Mobility Awards & Teachers' Meet with the partnership of Hindustan Times Group held on 4 December 2025 at Stein Auditorium, India Habitat Centre, New Delhi.

Road safety remains one of India's most pressing social challenges. As vehicle ownership and mobility continue to grow, fostering responsible road behaviour among future generations has become increasingly important. Through the Safe Mobility initiative, SIAM seeks to create long-term behavioural change by educating students, engaging teachers, and encouraging community participation in road safety awareness.

The programme aligns with the Government of India's "**Sadak Suraksha, Jeevan Raksha**" campaign and supports national efforts to reduce road fatalities through education and awareness.

The key objectives of Safe Mobility 2025 were:

- Promote road safety awareness among school students.
- Encourage responsible and disciplined road-user behaviour.
- Engage educators as ambassadors of road safety.
- Inspire creativity and innovation in communicating road safety messages.
- Build community-level awareness through student-led advocacy.

The programme witnessed participation from a diverse range of schools across Delhi NCR, including public, private, and government-supported institutions. Students actively contributed through creative and multimedia-based competitions focused on road safety themes.

PARAMETER		ACHIEVEMENT
	Edition	11th Safe Mobility Programme
	Schools Reached	500+
	Student Participants	2,000+
	Teacher Participants	400+
	Competitions Conducted	24 at Gyan Mandir School (online & offline)
	Venue of Grand Finale	India Habitat Centre, New Delhi
	Date of Award Ceremony	4 December 2025

Competition Structure



Activities Included

The 2025 edition featured 24 competitions designed to encourage critical thinking and creative expression around safe mobility. These activities provided students with opportunities to communicate road safety messages through innovative and impactful formats.



Teacher Engagement Initiative

Recognising the critical role educators play in shaping student behaviour, SIAM partnered with Hindustan Times to organise a dedicated Road Safety Workshop for teachers and award distribution to winner students on 4 December 2025.

Outcomes

- Participation of over 400 educators.
- Capacity building on road safety education.
- Sharing of best practices for classroom integration.
- Strengthening of school-led road safety advocacy.

The Road Safety workshop reinforced the role of teachers as long-term influencers of behavioural change within schools and communities.

Leadership Perspectives

During the event, SIAM leadership emphasised the urgent need for collective action in improving road safety standards in India. The initiative highlighted the importance of developing road safety mindsets from an early age and creating a culture of responsible mobility.

School leaders also shared encouraging examples of students influencing family behaviour, including adherence to traffic rules, and responsible road conduct on our roads.

Award Ceremony and Recognition

The Safe Mobility Awards & Teachers' Meet celebrated the creativity, commitment, and efforts of participating students and schools.

Major Highlights

- Prize distribution for competition winners.
- Recognition of educators and participating schools.
- Interactive road safety quiz sessions.
- Cultural performances promoting safety awareness.
- Networking opportunities among stakeholders.

Overall Champion School

Adarsh Public School, Vikaspuri was awarded the prestigious Rolling Trophy and declared the Overall Champion of Safe Mobility 2025 for its outstanding participation and commitment to promoting responsible mobility.

Impact Assessment

The initiative generated measurable educational and social impact:

Student Impact

- Enhanced understanding of traffic rules and road safety.
- Improved awareness of responsible mobility practices.
- Development of communication, creativity, and leadership skills.
- Increased participation in community awareness efforts.

Teacher Impact

- Improved capacity to integrate road safety concepts into school activities.
- Greater engagement in promoting behavioural change among students.
- Creation of school-level road safety advocacy networks.

Community Impact

- Increased family-level awareness through student engagement.
- Promotion of safer road-use habits.
- Reinforcement of national road safety objectives.

Key Success Factors

1. Strong partnership between SIAM, Suzuki Motorcycle India, Gyan Mandir Public School, and Hindustan Times.
2. Large-scale participation across schools in Delhi NCR.
3. Diverse and engaging competition formats.
4. Dedicated teacher sensitisation programme.
5. Effective integration of creativity, education, and public awareness.



Safe Mobility 2025 successfully demonstrated the power of education-driven road safety awareness. By engaging students, empowering teachers, and encouraging community participation, the initiative has contributed meaningfully toward building a culture of responsible mobility.

As India advances toward becoming a developed nation, programmes such as Safe Mobility play a crucial role in shaping safer roads, responsible citizens, and sustainable mobility practices. The continued collaboration between industry, schools, educators, and communities will remain essential in achieving the shared vision of safer roads for all.

Road Safety is a Shared Responsibility. Together, we can make every journey safer.



SAFE (a SIAM initiative)

Society for Automotive Fitness & Environment

THE ANNUAL PRINCIPALS' MEET 2026

• PRINCIPALS' LEADERSHIP FORUM •

BRIDGING THE GAP:
CONNECTING ROAD AWARENESS WITH EDUCATION

•  30 MARCH 2026 |  NEW DELHI •

Overview

The Society of Indian Automobile Manufacturers (SIAM), in association with Delhi Traffic Police, India Yamaha Motor Pvt. Ltd., and Hindustan Times, successfully organised the **Annual Principals' Meet 2026** – Principals' Leadership Forum on 30 March 2026 at Hotel The Lalit, New Delhi.

Held under the theme "Bridging the Gap: Connecting Road Awareness with Education", the event was conducted as part of SIAM's flagship road safety initiative "सुरक्षित सफर (Safe Journey)", aimed at promoting road safety awareness among students through educational institutions. The forum brought together more than 400 school principals from Delhi-NCR, along with policymakers, law enforcement officials, industry leaders, and media representatives, to discuss the critical role of education in fostering responsible road behaviour among young citizens.

Inaugural Session

The event commenced with registration, networking, and the ceremonial lamp lighting followed by the National Anthem.

The inaugural session featured welcome remarks by Mr. Madhur Agrawal, Delhi Circulation Head, Hindustan Times, followed by a video address from Mr. Indra Narayan Das, National Circulation Head, Hindustan Times.

Mr. Prashant Banerjee, Executive Director, SIAM, delivered the special address, highlighting the growing need to address behavioural aspects of road safety. He emphasised that while India has adopted advanced vehicle safety technologies, road accident fatalities continue to rise due to unsafe road behaviour. He underscored the importance of education in instilling responsibility, humility, and discipline among future road users.

A screening of SIAM's road safety initiative film "सुरक्षित सफर (Safe Journey)" showcased ongoing efforts to build awareness among school students.



Key Addresses

Mr. S. Kumar, Vice President, India Yamaha Motor Pvt. Ltd., highlighted the importance of creating informed and responsible road users through early education and awareness programs. He emphasised the role of schools in shaping lifelong safety habits.

The Guest of Honour, Ms. Vijayanta Arya, Additional Commissioner of Police (Traffic), Delhi Police, emphasised that road safety cannot be achieved through enforcement alone. She noted that education and awareness are essential to complement enforcement efforts and create sustainable behavioural change.

The Chief Guest, Mr. Sanjay Bandopadhyaya, Member, Supreme Court Committee on Road Safety, Government of India, stressed that a large proportion of road fatalities result from non-use of helmets and seatbelts and from over-speeding. He highlighted the need to educate children from an early age so that they become responsible citizens and advocates for safe road practices within their families and communities.

Representatives from SIAM, Delhi Traffic Police, Yamaha Motor India, and Hindustan Times collectively reinforced the importance of multi-stakeholder collaboration in addressing road safety challenges. Speakers highlighted that schools serve as powerful platforms for promoting awareness and influencing long-term behavioural change among future generations.

The forum also provided an opportunity for interaction among principals, enabling discussions on integrating road safety concepts into educational activities and student engagement initiatives.

Recognition of Schools

A special felicitation ceremony was conducted to recognize schools that demonstrated outstanding commitment to promoting road safety awareness.

The following institutions were honoured:

- **School of the Year (2025–26) for Promoting Road Safety Awareness:** Modern Public School, Shalimar Bagh, New Delhi

- **First Runner-Up:** Mount Abu Public School, Rohini Sector 5, New Delhi
- **Second Runner-Up:** Greenway Modern Senior Secondary School, Dilshad Garden, New Delhi

The awards acknowledged the schools' exemplary efforts in creating awareness among students and the broader community regarding safe road practices.



The Annual Principals' Meet 2026 successfully reinforced the role of educational institutions as catalysts for road safety awareness and behavioural transformation. By bringing together educators, policymakers, enforcement agencies, industry representatives, and media partners, the event strengthened a shared commitment towards building a culture of responsible mobility and safer roads.

Aligned with the Government of India's vision of "Sadak Suraksha, Jeevan Raksha," SIAM continues to advance road safety education through collaborative initiatives that empower students to become informed, responsible, and safety-conscious citizens.

World Environment Day: 5th June 2026



6th International Conference on World Environment Day 2026

6th edition international conference on World Environment Day on 5th June 2026 at Hotel Shangri-La Eros, New Delhi by SAFE-SIAM. Held under the theme "Climate Action: Accelerating India's Transition to a Low-Carbon Future," the event brought together senior policymakers, industry leaders, technology providers, academia, think tanks, and sustainability experts to deliberate on pathways for achieving India's climate and decarbonisation goals through collaborative action across the automotive value chain.

The inaugural session featured addresses by industry leaders representing the two-wheeler, three-wheeler, electric mobility, fuel, and testing sectors, followed by keynote addresses from Mr Tarun Kapoor, Advisor to the Hon'ble Prime Minister of India, and Mr Abhay Bakre, Mission Director, National Green Hydrogen Mission, Ministry of New & Renewable Energy, who highlighted the critical role of clean mobility, green hydrogen, circular economy, and industry-led innovation in achieving India's long-term climate ambitions.



There were three thematic sessions focusing on circularity in the automotive sector, alternate fuels for sustainable mobility, and decarbonising the automotive value chain - all aligned with India's climate and decarbonisation goals.

The sessions explored emerging policy and regulatory frameworks, Extended Producer Responsibility (EPR), end-of-life vehicle management, critical minerals, sustainable materials, digital supply chains, biofuels, compressed biogas (CBG), hydrogen, green manufacturing, low-carbon supply chains, and logistics, with experts from government, industry, research institutions, and international organisations sharing global best practices and strategies to accelerate India's transition towards a resource-efficient and climate-resilient automotive ecosystem.

To mark World Environment Day, SAFE-SIAM members organised Pollution Under Control (PUC) awareness and emission-check drives, tree plantation initiatives, environmental awareness campaigns, employee engagement programmes, and sustainability outreach activities across manufacturing plants, service centres, dealerships, and offices nationwide, to promote environmental protection.

ACKNOWLEDGEMENT

SAFE is deeply grateful to the many individuals, partners, and sponsors who have stood behind our mission and initiatives this year with such wholehearted commitment. Your unwavering dedication to strengthening road safety and sustainability across the Indian automotive sector, coupled with your genuine concern for public welfare, continues to power everything we do.

Our partners and sponsors across both Indian and international associations have offered nothing short of exceptional support and collaboration. Through your efforts, the industry has seen real, positive change, from elevated safety standards to stronger environmental practices. It is your shared vision and generous contributions that have made our common goals achievable.

We are especially thankful to the government departments who have worked alongside us, particularly the Transport Departments at the Central and State levels, and the State Traffic Police authorities. Their guidance merits particular recognition, the expertise and insight they have brought have been essential in shaping regulations that safeguard the public while supporting the automobile sector's continued growth.

Special recognition goes to the dedicated team at SAFE, whose relentless effort and genuine passion keep our initiatives moving forward. It is your pursuit of excellence and unshakable belief in our mission that underpin every achievement to date.

Our sincere thanks also go to the broader network of NGOs, testing agencies, and industry stakeholders who partnered with us this year. The breadth of expertise and perspective you brought has played a key role in raising the bar on vehicle inspection, certification, and road safety standards.

Together, we continue to reshape the automotive industry and touch countless lives for the better. Your partnership drives us to keep pursuing excellence, innovation, and responsible growth. As we look to the road ahead, we do so united in a shared commitment to building a safer, brighter, and more sustainable future for everyone.

LIST OF SAFE OFFICIALS

SAFE LEADERS

Office Bearers

Members Represented	Name
Maruti Suzuki India Ltd	Mr Alok Jaitley (President)
Honda Motorcycle & Scooters India Pvt Ltd	Mr Vinay Dhingra (Vice President)
Volvo Eicher Commercial Vehicles	Mr Bhagwan K Bindiganavile (Treasurer)
Ashok Leyland Ltd	Mr Yash Pal Sachar
SKODA AUTO Volkswagen India Private Limited	Mr Ajay Bhatt
Tata Motors Ltd	Mr Sushant Naik
Toyota Kirloskar Motor Pvt Ltd	Mr Vikram Gulati
TVS Motors Company Ltd	Mr M S Anand Kumar

Honorary Members nominated from Affiliate Organizations

Honorary Members	Name
ARAI	Dr Reji Mathai
CIRT	Dr Devendra Singh
IIP	Dr Harinder Singh Bisht
SIAM	Mr Rajesh Menon

Co - Opted Members

Co - Opted Members	Name
Hero MotoCorp	Mr Harjeet Singh
Toyota Kirloskar Motors Pvt Ltd	Mr Naveen Soni
Ashok Leyland Ltd	Mr D Balakrishnan

SAFE Ordinary Members

Members
Ashok Leyland Limited
Bajaj Auto Limited
Daimler India Commercial Vehicles Limited
Eicher Motors Ltd
Force Motors Limited
India Yamaha Motor Private Limited
Greaves Cotton Limited
Hero MotoCorp Limited
Honda Motorcycle and Scooter India Private Limited
Maruti Suzuki India Limited
Mahindra & Mahindra Limited
Mercedes Benz India Private Limited
Simpson & Co. Limited
Skoda Auto Volkswagen India Private Limited
SML Isuzu Limited
Isuzu Motors India Ltd
Tata Motors Limited
Toyota Kirloskar Motor Limited
TVS Motor Company Limited
VE Commercial Vehicle Private Limited

Past Presidents

Year	President	Vice President	Treasurer
1999-2000	Mr. R. Ramakrishnan	Dr. K. Kumar	Mr. Harjeet Singh
2000-2001	Mr. R. Ramakrishnan	Dr. K. Kumar	Mr. Harjeet Singh
2001-2002	Mr. M. N. Muralikrishna	Mr. R. K. Ghosh	Mr. Harjeet Singh
2002-2003	Mr. M. N. Muralikrishna	Mr. R. K. Ghosh	Mr. Harjeet Singh
2003-2004	Mr. N. V. Iyer	Mr. Harjeet Singh	Mr. S. Purushothaman
2004-2005	Mr. K. N. Krishnamurthy	Mr. Harjeet Singh	Mr. S. Purushothaman
2005-2006	Mr. K. N. Krishnamurthy	Mr. Harjeet Singh	Mr. R. M. Kapoor
2006-2007	Mr. R. Devarajan	Mr. Harjeet Singh	Mr. I. V. Rao
2007-2008	Mr. R. Devarajan	Mr. Harjeet Singh	Mr. I. V. Rao
2008-2009	Mr. Harjeet Singh	Mr. I. V. Rao	Mr. S. V. Suderson
2009-2010	Mr. Harjeet Singh	Mr. I. V. Rao	Mr. S.V. Sunderson
2010-2011	Mr. I. V. Rao	Mr. S. V. Suderson	Mr. V. M. Monel
2011-2012	Mr. I. V. Rao	Mr. S. V. Sunderson	Dr. Venkat Srinivas
2012-2013	Mr. S. V. Suderson	Dr. Venkat Srinivas	Mr. Anupam Shrivastava
2013-2014	Mr. S. V. Suderson	Dr. Venkat Srinivas	Mr. Anupam Shrivastava
2014-2015	Dr. N Saravanan	Mr. P K Banerjee	Mr. Anupam Shrivastava
2015-2016	Dr. N Saravanan	Mr. Naveen Soni	Mr. Anupam Shrivastava
2016-2017	Dr. N Saravanan	Mr. Naveen Soni	Mr. Anupam Shrivastava
2017-2018	Mr. Naveen Soni	Mr. Anupam Shrivastava	Mr. Mahesh Rajoria
2018-2019	Mr. Naveen Soni	Mr. Anupam Shrivastava	Mr. Mahesh Rajoria
2019-2020	Mr. Anupam Shrivastava	Mr. Mahesh Rajoria	Mr. Pankaj Gupta
2020-2021	Mr. Anupam Shrivastava	Mr. Pankaj Gupta	Mr. D Balakrishnan
2021-2022	Mr. Pankaj Gupta	Mr. D Balakrishnan	Mr. Sushant Naik
2022-2023	Mr. D Balakrishnan	Mr. Sushant Naik	Mr. Alok Jaitley
2023-2024	Mr. Sushant Naik	Mr. Alok Jaitley	Mr. Vinay Dhingra
2024-2025	Mr. Sushant Naik	Mr. Alok Jaitley	Mr. Vinay Dhingra
2025-2026	Mr. Alok Jaitley	Mr. Vinay Dhingra	Mr. Bhagwank Bindiganvile

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