THE NSSR ROAD SAFETY/SUPPORT PROGRAMME

MONTHLY BULLETIN

Road Safety / Support is a mainline National Safety and Social Responsibility

DASHBOARDING ROAD SAFETY / SUPPORT

BY

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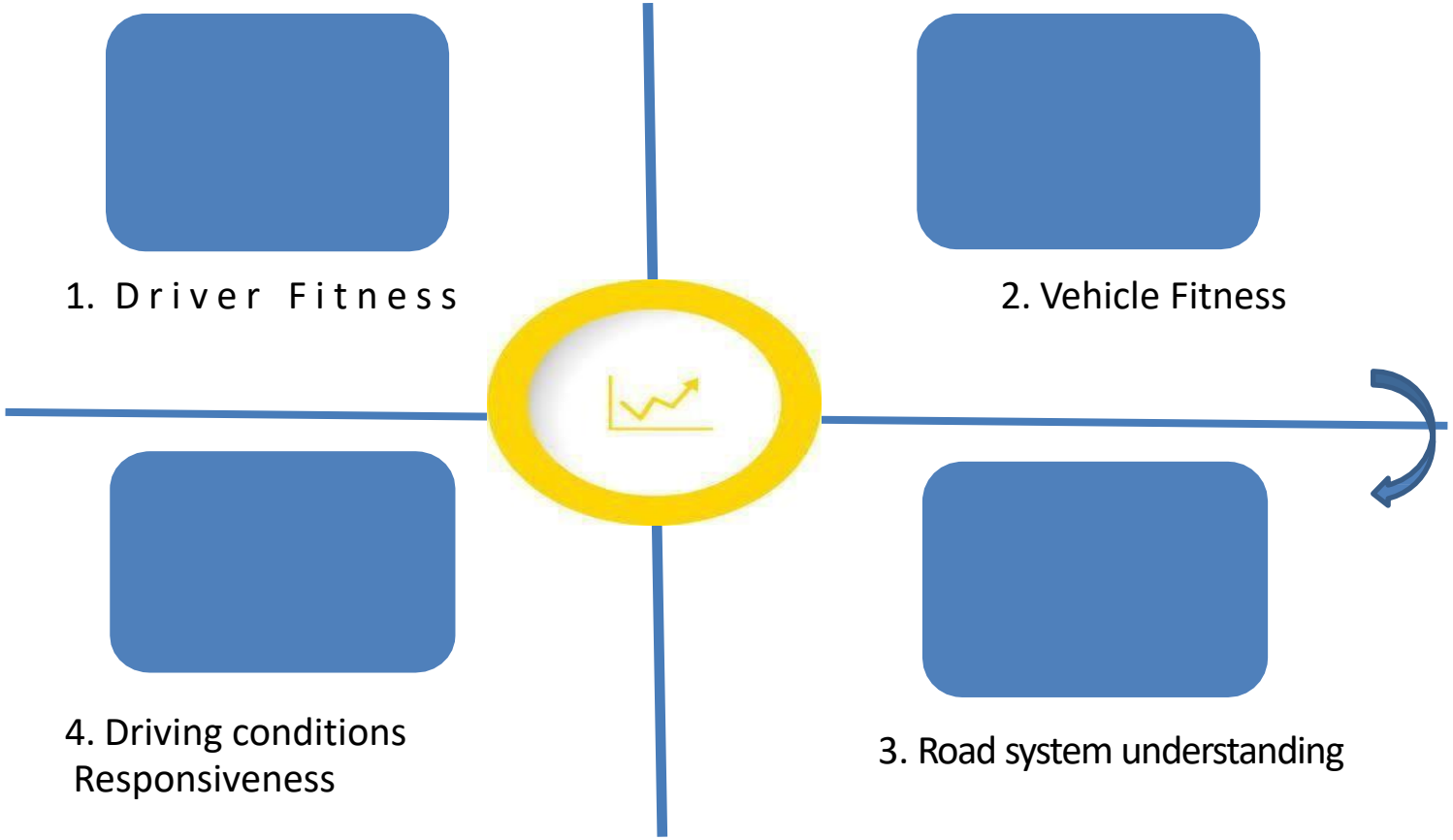
SEP 2026

Dashboarding Road Safety/Support

- **AOEC finds that safety while commuting on road, depends upon the automobile manufacturer's quality assurance, driver fitness, vehicle fitness, driving conditions dimensioning, and road system responsiveness, where driving conditions n**eed us as commuters/road-system-infrastructure stakeholders to fine focus and design capability for improved road safety.

Driving conditions dimensioning

JOURNEY/TRIP
Route
Road Surface,
Distance,
Drive time, and
Correlation for
Responsiveness,
Safety and
Reliability



COMMUTING AND 5R(S)

Relate

Respond

Reduce Risk

Reciprocal Driving insights

TMS Resilience for route designed RADIUS and CIZ

CIZ : CRITICAL INTERACTION ZONE IN A JOURNEY/TRIP

Dashboarding Road Safety/Support

- AOEC finds that instrumentally, Dashboarding Road Safety / Support (DRSS) projects must
- define a TMS workflow for accentuating
- 1. Driver Fitness
- 2. Vehicle Fitness
- 3. Road system understanding
- 4. Alpha Assistance
- 5. 5R(s) SMART(ness) for a safer journey

CRITICAL INTERACTION DETERMINERS

ROAD SURAFCE COVERINGS, LIGHT / SHADE ISSUES, CURVES, MEANDERS, INCLINES, BOTTLENECKS, CLOSE PROXIMITY REGIONS

SMART(ness) :

SPECIFIC CRITICAL INTERACTION FOR MEETING NEED WITH APPLICABLE INSIGHT RESPONSE AND TEMPERAMENT

Dashboards

EXPERT SYSTEM

SPHERE OF CONTROL, FOCUS, CAPABILITY AND INGENUITY

TIME MOTION SCALE / POINT SLOPE INTERCEPTION

Handbooks/Guides/Planners

Dashboarding Road Safety/Support

CRITICAL INTERACTIONS

EXPECTED LICENSE, PROBABLE INCIDENCE/HAZARD/ RISK/RULE COMPLIANCE, PRECISE DRIVING, ENDURANCE DRIVING, INTERCEPTING CURVES, MANEUVERING OPTIONS, RESPONSE, RAPID RESPONSE, UNDERSTANDING SERVICE ANYWHERE ANYHOW ASSISYANCE, EMERGENCY RESPONSE / SPECIFIC NEEDS

Dashboarding Road Safety/Support

- DRSS SMART(ness) for a journey/trip and virtual POINT SLOPE INTERCEPTION can make it simpler to identify the tangible correlation between driving conditions dimensioning of a route/road system/road with a DRSS Workflow to help and improve safer commuting

- This DRSS Workflow plus NSSR RS programme teamwork can
- Record-or-review,
- Relate,
- Reduce risk,
- Reciprocate response and
- Design Resilience for any journey/trip and its dimensions like the
- road surface,
- distance,
- drive time,
- commute reliably factors, where there is universal or brand specific service centre-assessable part-lifetime mitigation, condition monitoring, ttrafficable fault tolerance/preventive and corrective action, where this DRSS Workflow development can help a NSSR participant define/use a NSSR RS index for a journey/trip/TMS radius, where the index can be simply (1), (2), (3), (4) or combinations of them

The NSSR project recommends the use of different assistants to help commuters improve their experience

Dashboarding Road Safety/Support

- **(1) NRRS-I1:=** where this workflow will need to address History of interaction & **Foreseeable needs** and 5R(s)
- **(2) NRRS- I2:** = this workflow will need to address **Critical Interaction Zone** needs and 5R(s)
- **(3) NRRS- I3:** this workflow will need to address **Road/Route dynamics** and 5R(s)
- **(4 NRRS- I4:** this workflow will need to address A**dvanced safetyneeds and 5R(s)**
- (like air quality, unregulated climate intolerance, temperature/humidity, road system or road or terrain safety, with more than an expected driving style for commuting with safety, reliability & timing and with more than programmed gear changes, or braking or drive distribution between the front and rear wheels as expected in 4WD modes)
- The bulletin looks at the different assistants that can help a commuter's 5R(s). The editions that follow will delve into details of each of them to help a commuter/stakeholder ramp up scores in a dashboard

Dashboarding Road Safety/Support

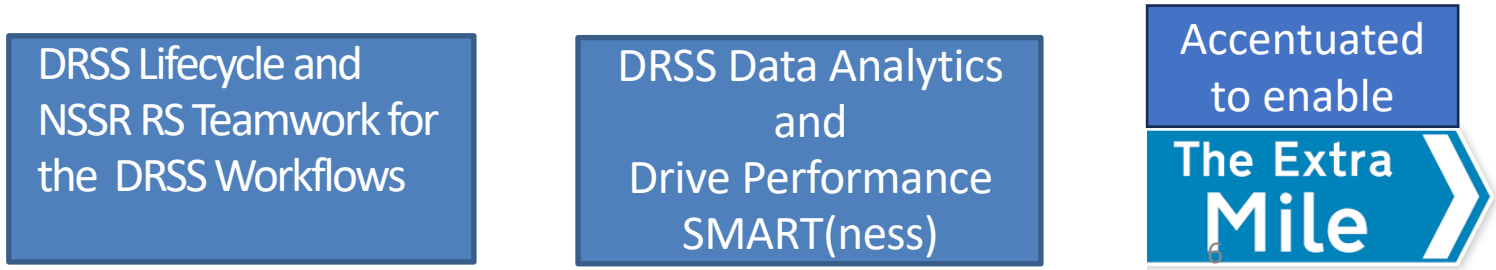
- The DRSS Data Analysis Channel Building for an **automobile manufacturer's quality assurance, driver fitness, vehicle fitness, driving conditions dimensioning, and road system responsiveness** for deteriorating or changing driving conditions dimensioning of the needed SMART(ness for safer commuting will need to

- **1. Improve Sensitization and Awareness for Road Safety**

- **2. Develop issue/feedback/data channelization for safer commuting**

- **3. Provide handbooks/guides/planners for such planning/ incorporation**

- **4. Promote quality for road safety and infrastructure via NSSR guided methodologies like the training programmes/monthly bulletins & quizzes/dashboarding of experience or incidences**



Road safety and Accountability Dashboard for the Year 2026

- ❑ Certificate of Excellence — YES / NO / NOT SATISFACTORY
- ❑ Traffic issues or incidences — YES / NO / NOT SATISFACTORY
- ❑ Compliance with FMVSS standards — YES / NO / NOT SATISFACTORY
- ❑ Onboarding of NSSR Road Safety objectives — YES / NO / NOT SATISFACTORY
- ❑ Upgradability of NSSR Road Infrastructure objectives — YES / NO / NOT SATISFACTORY
- ❑ Traffic Engineering Assets planning — YES / NO / NOT SATISFACTORY
- ❑ Traffic Engineering Defects Liability — YES / NO / NOT SATISFACTORY
- ❑ Improved on-road assistance — YES / NO / NOT SATISFACTORY
- ❑ Cost of Quality /Cost of Poor-Quality Project Assistance — YES / NO / NOT SATISFACTORY
- ❑ Complexity for Road Safety and Accountability — YES / NO / NOT SATISFACTORY

Year:

Road safety and Accountability Dashboard for the Year/Season 1

- ❑ Certificate of Excellence — YES / NO / NOT SATISFACTORY
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- ❑ Complexity for Road Safety and Accountability — YES / NO / NOT SATISFACTORY

Season: Summer / Spring/ Monsoon/ Winter

Road safety and Accountability Dashboard for the Year/Season 2

- ❑ Certificate of Excellence — YES / NO / NOT SATISFACTORY
- ❑ Traffic issues or incidences — YES / NO / NOT SATISFACTORY
- ❑ Compliance with FMVSS standards — YES / NO / NOT SATISFACTORY
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- ❑ Complexity for Road Safety and Accountability — YES / NO / NOT SATISFACTORY

Season: Summer / Spring/ Monsoon/ Winter

Road safety and Accountability Dashboard for the Year/Season 3

- ❑ Certificate of Excellence — YES / NO / NOT SATISFACTORY
- ❑ Traffic issues or incidences — YES / NO / NOT SATISFACTORY
- ❑ Compliance with FMVSS standards — YES / NO / NOT SATISFACTORY
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- ❑ Complexity for Road Safety and Accountability — YES / NO / NOT SATISFACTORY

Season: Summer / Spring/ Monsoon/ Winter

Road safety and Accountability Dashboard for the Year/Season 4

- ❑ Certificate of Excellence — YES / NO / NOT SATISFACTORY
- ❑ Traffic issues or incidences — YES / NO / NOT SATISFACTORY
- ❑ Compliance with FMVSS standards — YES / NO / NOT SATISFACTORY
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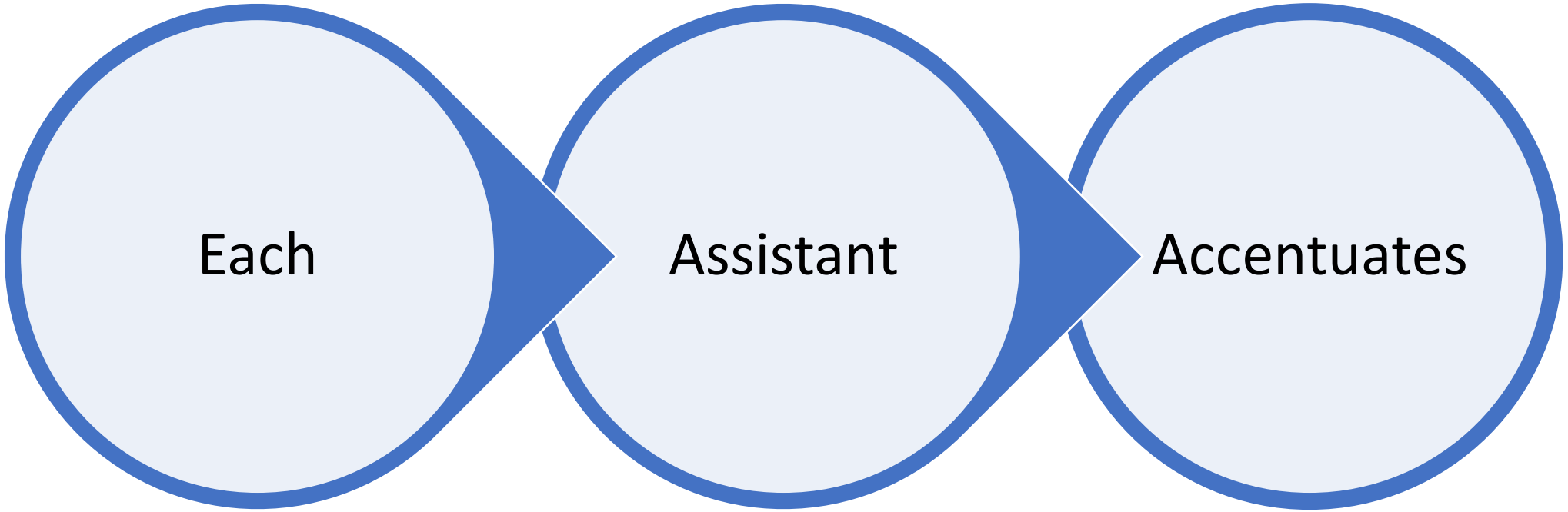
Season: Summer / Spring/ Monsoon/ Winter

DRSS Assistants – Safer Driving



Safer Driving while driving or commuting

Contents

1. Acknowledging road/road system/route KPI(s)
2. Designing road system/route KPI(s)
3. Nature of planning
4. Nature of congestion
5. Stabilizing aspects
6. Probable Hazards
7. Associated Planning
8. Traffic Management Advisory
9. Fuel Consumption (Causative)
10. Associated Traffic Management

SAFER DRIVING

Acknowledging the need for road system/route KPI(s)

Designing Key Performance Indicators (KPIs) for connected road systems/routes to help a traffic engineering/organizing network improve the imperative of safer driving, can be done SMARTLY via a notifier.

This input does consider that organizers have taken multiple steps to aid in good route and layout planning with expected drive-safe guide-lining and condition improvement, restoration or maintenance like the use of modern engineering tools such as GIS, which have been used to digitize road/route inventory and road/route history of all Arterial, Sub-arterial, Main or Side roads or event based routes.

The given template helps improve driver safety & risk mitigation by associating certain key indicators for a road/road system, a stretch, a route, a ring road system or a lap designed system.

It is expected that a specialized "**DRSS Safety panel**" can collect (either via the traffic engineering teams/ commuters/ driver and Ride or Fleet operators directly or via the traffic engineering / organizing networks & its delegated representatives) different details about those roads, stretches, routes, ring road systems or ring road designed systems that are part of a route/road system.

These details can be used by the Concerned Civic Bodies, Road system/route Traffic Guides, Risk / Hazards Level/DRSS Desks/Controllers and Emergency Response & Disaster Mitigation Guides for **intervention, incidence mitigation and resolution.**

SAFER DRIVING

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RoadMIR and RoadKPI framework

SAFER DRIVING

DESIGNING ROAD/ROUTE KPI(s)

Road system/route name: **Road system/route Id:**

DRSS Account id:

Date of submission: **Time of submission:**

Mapping from: **Mapped till:**

Mapping pending:

Type of road system/route: Road/Stretch/Route/Ring road/Lap designed route

Type of transportation that uses road system/route: Public transport/Private transport/Pooled transport/Personal transport/Priority transport/dedicated for goods transport

SAFER DRIVING

Added commuting systems: Overhead Metro/Underground Subway/Tram

Current Risk / Health: Acceptable/Other reports/Do not know

Health details: …

Associated images (to be shared in.jpeg format with details on location):

Key Performance indicators (KPI(s))

Key Performance indicators can help traffic engineering team, commuters, driver or Ride or Fleet operators, traffic organizing network, DRSS Safety panel and different management entities record and use information to manage issues and help reduce problems associated with roads/road systems/routes.

SAFER DRIVING

Nature of planning (Rated as a crucial influencer):

( ) **Design standards compliance** (width of road/route, margins for pillars, gradient designs, curves designs, median designs, arboriculture safety, vehicle and driver safety, safe commuting between 2 points/one-stop hangars, reasonable time taken to travel from one point to another, enablers for vehicles that use renewable energy)

( ) **Accountability for Traffic factors** (speed standards set for road systems/routes, reaction time based on PIEV*, navigation standards, safe stopping sight distance, safe overtaking or passing, safe sight distance for entry into any associated intersections, feedback systems)

( ) **Accountability for Environment factors** (sentinel screening and risk mitigation for unforeseen snow fall, hailstorms, heavy rainfall, thunder storm and lightning arrestors, ease of maintenance despite severe weather conditions)

( ) **Maintenance Systems reliability** (proper design out maintenance, risk mitigation & maintenance, inspection and maintenance of extensions, gradient-design validation, policy for emergency services, policy for disaster management services)

( ) **Quality of associated Drainage systems** (design and implementation after consideration of water table, sub-grade soil, reinforced earth, nature of geo-grids that are to be used in the road/route construction, management of seepage flow & capillary rise, reliable impervious wearing surface of road/route with aggregators and binders)

SAFER DRIVING

Nature of planning (Rated as a crucial influencer):

( ) **Quality of traffic signalling systems** (“(Google Earth related) satellite imagery, or drone flight imagery or sentinel sensor feedback based” Risk Mitigation Desk notifications and proactive responses by the route/road system/road/ event management network, by nature of design “intelligent signaling solutions” that decide as to how events/traffic/vehicles have to be managed or routed in case there is a disaster, accident, or in a case where part of the road or road system or route is rendered unusable)

( ) **Satisfactory Emergency Response planning** (Equipped with signage and barricade deployment, contact numbers for nearest “ambulance services, hospital, police station, fire department, disaster management department”, availability of first aid provisions, equipped with fire extinguishers & fire fighting facilities, equipped with smoke alarm systems, equipped with sentinel sensors, has (futuristic infrastructure) clearance for air lift to save life)

PIEV* stands for –Driver / Fleet operator-Assisted Perception time, Intellection time, Emotion time, Volition (Final action) time

SAFER DRIVING

Nature of congestion (Rated as important negative influences):

( ) Perennial road/road system/route layout limitation

( ) Seasonal road/road system /route layout congestion

( ) Time-based road/ road system /route layout congestion

( ) Incidence specific road/road system /route layout congestion

( ) Road/Road system/Route/traffic Event Assisting Traffic specific congestion

( ) Response to incidence / incidental movement specific congestion

( ) Congestion due to other influences

SAFER DRIVING

Stabilizing aspects (Rated as positive influences):

( ) Has a DRSS Safety Specification

( ) Has satellite images

( ) Included in Google maps

( ) Is of good quality

( ) Has multiple-lanes / pull over to the side layouts

( ) Has sensor-enabled medians or bordering barricades

( ) Has reliable road/road system/traffic/route assisting signals

( ) Has (futuristic infrastructure) Climate Change sensors

( ) Accountable road/road system/traffic/route intervention possible at location

( ) Not in close proximity to industries

( ) Not in close proximity to rivers and other rainfall affected water bodies,

SAFER DRIVING

Stabilizing aspects (Rated as positive influences):

( ) Has storm water drains

( ) Has well maintained septic systems

( ) Not affected by festivities

( ) No layout sidewalks

( ) No encroachment

( ) No alteration

( ) Not sidelined by trees

( ) No afflicted by dumping of industrial waste

( ) Not afflicted by dumping of public waste

( ) Has a proper sewage system

SAFER DRIVING

Probable Hazards (Rated as very important negative influences):

( ) Is an inter-link for other roads or routes or road systems etc

( ) Is in close proximity to neighboring states

( ) Is in probable or escalated tension areas

( ) Is a sensitive area (where satellite imagery a threat)

( ) Is in close proximity to an industrial cluster

( ) With curving meanders

( ) Has a steep incline with improper entry or exit

( ) Has underlying dangerous landforms

( ) Is in close proximity to dangerous landforms

( ) Has a history of unattended degraded areas

( ) Has degraded areas

( ) Is sidelined by less maintained trees

SAFER DRIVING

Probable Hazards (Rated as very important negative influences):

( ) Is in close proximity to rivers and other rainfall affected water bodies

( ) Is in close proximity to marshes or swamps

( ) Is part of a bridge or connects to a bridge

( ) No storm water drains

( ) Has poorly maintained septic systems

( ) Afflicted by incidences of bottlenecks

( ) Is difficult to manage via surveillance

( ) **Is prone to sudden risk/hazard/rush** (due to lack of surveillance/being a remote location/ lack of road/road system/traffic/route signals/lack of lighting)

( ) **Is prone to accidents** (due to lack of sufficient planning for vehicle and driver/Ride or Fleet operator assisting safety)

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SAFER DRIVING

Associated planning, risk mitigation, condition management, repair and/or restoration programmes

The addressing of problems is either well-planned or not well-planned, where the following indicators can help identify issue levels for the commuter:

Planned (Rated as positive influences)

( ) Forecast based

( ) DRSS Desk / Control Centre based

( ) In time surveillance based

Not well-planned (Rated as very important negative influence)

( ) Only reciprocal (where problems are addressed in a reactive manner)

( ) Only when problems are escalated

( ) Only when more grievances are reported

SAFER DRIVING

Associated planning, risk mitigation, condition management, repair and/or restoration programmes

Signage deployed to mitigate risks to drivers or assisting teams

( ) **Road/route regulations or signs identifying safety norms** (one-way or two-way routes, permitted timings, speed limits, rules for vehicle and assisting Ride or Fleet operator safety, rules about overtaking, rules against cutting lanes, rules for pulling over, signage about low visibility zone, low height clearance and vehicle gross weight / load levels)

( ) **Signage for accident relief, emergency response and assistance** (like contact information for the nearest "ambulance services, hospital, police station, fire department, disaster management department", associated civic body or DRSS Control Centre/panel)

( ) **Signage and barricades for bends/curves/meanders/and septic systems**

( ) **Signage with precautionary and must know information about ring road, flyover, bridge, tunnel, subway, metro route, tram route, and level crossing**

SAFER DRIVING

Traffic management advisory for a road system/route (Rated as positive influences)

( ) Stay off this road/stretch/road system/ring road/route at particular times

Details on timings:

( ) Stay off this road/stretch/road system/ring road/route on particular days

Details on days:

SAFER DRIVING

Traffic management advisory for a road system (Rated as positive influences)

( ) Recommend moderate utilization whenever possible

( ) Restricted for goods carriers

( ) Restricted for heavy motor vehicles

( ) Restricted for 3-wheelers

( ) Restricted for 2-wheelers

( ) Restricted for pollution accelerators

( ) Connects or connected to bad roads or problem afflicted routes

( ) Not to be used by vehicles solely using renewable energy or batteries

SAFER DRIVING

Traffic management advisory for a road system/route (Rated as positive influences)

[Due to Environment factors]

( ) Not to be used by Emergency Response vehicles

( ) Not to be used by Special Needs vehicles

( ) **Not to be used by assisting (GBA or) BBMP/BESCOM/BWSSB departments without personal safety arrangements**

SAFER DRIVING

FUEL CONSUMPTION (CAUSATIVE INFLUENCES)

Recommended types of vehicles that can use this road system/route:

( ) Petrol vehicles

( ) Diesel vehicles

( ) LPG vehicles

( ) Renewable energy or battery powered vehicles

( ) traffic engineered vehicles

Details about how much fuel may be consumed: Unpredictable-fuel-consumption/High-fuel-consumption/ Medium-fuel-consumption/Low-fuel-consumption/ Fuel-consumption-not-a-priority

SAFER DRIVING

ASSOCIATED TRAFFIC MANAGEMENT (RATED AS POSITIVE INFLUENCES)

LiveUpdates possible from Google maps: Yes/No/Not applicable

Notifications possible about trends in route: Yes/No/Not applicable

Notifications possible for GPS based Emergency Response network: Yes/No/Not applicable

Intervention possible by route forecasting: Yes/No/Not applicable

Details:

Vehicles can avail of renewable energy or battery charging services in this route: Yes/No/Not applicable

Driving teams can avail of drive guidance services in this route: Yes/No/Not applicable

Driving teams can avail of emergency breakdown services in this route: Yes/No/Not applicable

Driving teams can avail of surveillance based security and/or DRSS Desk / Control Centre assistance in this route: Yes/No/Not applicable

SAFER DRIVING

ACCIDENT RELIEF, EMERGENCY RESPONSE AND ASSISTANCE VIA THE DRSS SAFETY PROJECT (RATED AS POSITIVE INFLUENCES)

[ ] Equipped with first aid provisions

[ ] Has clearance for (futuristic infrastructure) air lift

[ ] Equipped with fire extinguishers and fire fighting systems

[ ] Equipped with smoke alarm systems

[ ] Equipped with health / life saving assistance for the driving team

Details: These sensors need to measure and report the ambient temperature, quality of air, possible visibility levels, relative wind velocity & humidity levels, and relative gross vehicle weight or loading (where load levels are important for flyovers, bridges and ramps)

SAFER DRIVING

ACCIDENT RELIEF, EMERGENCY RESPONSE AND ASSISTANCE VIA THE DRSS SAFETY PROJECT (RATED AS POSITIVE INFLUENCES)

[ ] Equipped with (specific) surveillance sensors or Intelligent safety systems that ensure DRSS Desk/Control Centre assistance (related to drivers and relevant Ride or Fleet operators/departmental teams)

Details: The sensors being integrated into (futuristic infrastructure) sentinels can include collision detection sensors and systems for intelligent security solutions, where visibility levels are improved, sound sensors are installed to relay any signs of screaming or scuffles, route/traffic signal violations are monitored, fast route monitoring of the sudden appearances of vehicles at unpredicted times of the event

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SAFER DRIVING

Fitness report for a road system/route (part of the Codified Location Planner/ Advocacy)

Road system/route name: **Road system/route Id:**

DRSS Account Id:

Date of report: **Time of report:**

( ) Quality levels

Details:

For example "**Good/Moderate/Poor/Hazardous"** with added details

( ) Traffic volume levels

Details:

For example "**Heavy/Moderate/Low volume/Controlled"** with added details

•

SAFER DRIVING

Fitness report for a road system/route

( ) Pollution levels

Details:

For example "**High/Moderate/Normal/Uncontrolled"** with added details

( ) Accidents or incidence (even crimes) trends

Details:

For example "**High/Moderate/Rare/Controlled"** with added details

( ) Possible route diversions

Details:

For example "**Arterial arrangement/Alternate deviations/Service roads/Flyovers/Recommended by intervention diversions"** with added details

SAFER DRIVING

Fitness report for a road system/route

( ) Driver / Assisting Ride or Fleet operator comfort levels (specific to Commuter profile)

Details:

For example "**High volume related stress levels/Moderate volume related stress levels/Normal volume related stress levels/Uncontrolled volume related stress levels/Repair work related stress levels/Breakdown of vehicles related stress levels/Ambulance or Emergency Response or Special need vehicles related stress levels/Climate change related stress levels/Disaster conditions related stress levels/Escalated tension related stress levels...**" with added details

SAFER DRIVING

Fitness report for a road system/route

( ) Availability of alternate road/road system/traffic/route assisting services

Details:

For example "**Overhead Metro/Underground Subway/Tram"** with added details

( ) Availability of emergency response services

Details:

For example "**Equipped with first aid provisions/Has clearance for air lift/Equipped with fire extinguishers/Equipped with smoke alarm systems/Equipped with sentinel sensors**" with added details

SAFER DRIVING

Fitness report for a road system

( ) Availability of alpha assistance services for impaired drivers or Ride or Fleet operators

Details:

In this condition, the person can be helped by assistive systems that instrument/improve

- Self-developed ability/reasoning/competency
- Continual ownership to be objective, accountable, and self-managed to mitigate **common-for-affliction** impact and setback with or without Physically Assistive Infrastructure, Physically Assistive Technology/Systems/ Equipment/Products/Processes or Digitally Assistive Infrastructure Technology/Systems/ Equipment/ Products/Processes

( ) Afflicted due to weather forecasts

Details:

For example "**Harsh weather conditions, high ambient temperatures, poor quality of air, low visibility levels, high speed wind velocity, heavy rainfall leading to flood like situations, water logging, overflowing of sewage drains**" with added details

SAFER DRIVING

Fitness report for a road system/route

( ) Vital network and signal coverage

Details:

For example "**Normal network connectivity/Failing network connectivity/ Problematic network connectivity/ Normal Emergency Response connectivity/ Failing Emergency Response connectivity/ Problematic Emergency Response connectivity/ Good quality signal strength reported for most mobile services/Complaints recorded for most mobile services/ Poor quality signal strength due to weather forecasts**" with added details

( ) Vehicle indicators

Details:

For example "**Normal for road system configuration/ Problematic for road system configuration/ Problematic for unmapped road system configuration/ Complaints recorded for road system configuration**" with added details

SAFER DRIVING

Fitness ticket for a road system/route (part of the Codified Location Planner/ Advocacy)

A DRSS Safety Desk/Control Centre can register tickets that acknowledge receipt of notifications from drivers, ride or Ride or Fleet operators, commuters & people and also notify the higher level management entities of various problems related to a particular road, stretch, route or ring road system.

IMPORTANT DETAILS

Ticket Id: Source:

Ticket status: Open/Closed/Escalated/Needs details/Not available

Date of submission: **Time of submission:**

Road system/route name: **Road system/route Id:**

Commuter Safety Account Id:

SAFER DRIVING

Fitness ticket for a road system/route

Problems faced for reasons such as:

( ) Quality levels

( ) Traffic volume levels

( ) Pollution levels

( ) Accidents or incidence (even crimes) trends

( ) Possible route diversions

( ) Impacted driver/Ride or Fleet operator comfort levels (specific to the DRSS profile)

( ) Non-availability of alternate assisting services

( ) Non-availability of emergency response services

( ) Non-availability of drive guidance services

( ) Afflicted due to weather forecasts

( ) Faulty vital network and signal coverage

( ) Vehicle indicators (problems related to Safer commuting standards for Health and Lifespan Dynamics)

SAFER DRIVING

Fitness ticket for a road system/route

Management of (negative influence specific)

Key indicators

[ ] Nature of layout congestion

[ ] Probable Hazards

[ ] Lack of Signage deployment

( ) Condition management, Repair or restoration

[ ] Interpretations on Fuel consumption

[ ] Lack of support for renewable energy or battery powered vehicles

SAFER DRIVING

Fitness ticket for a road system/route

Sustainable infrastructure (positive influence specific)

Key indicators

[ ] Stabilizing aspects

[ ] Planning behind condition management, repair or restoration

[ ] Signage and barricade deployment

[ ] Road/Road system/traffic/route management advisory

[ ] Driver/Commuter/ Ride or Fleet operator safety

[ ] Associated Traffic Management

[ ] Accident relief, Emergency response and assistance

[ ] Alpha assistance for any impaired driving team/assisting team members

SAFER DRIVING

Fitness ticket for a road system/route

Sustainable infrastructure (positive influence specific) :

Key indicators

Details of problems faced:

SAFER DRIVING

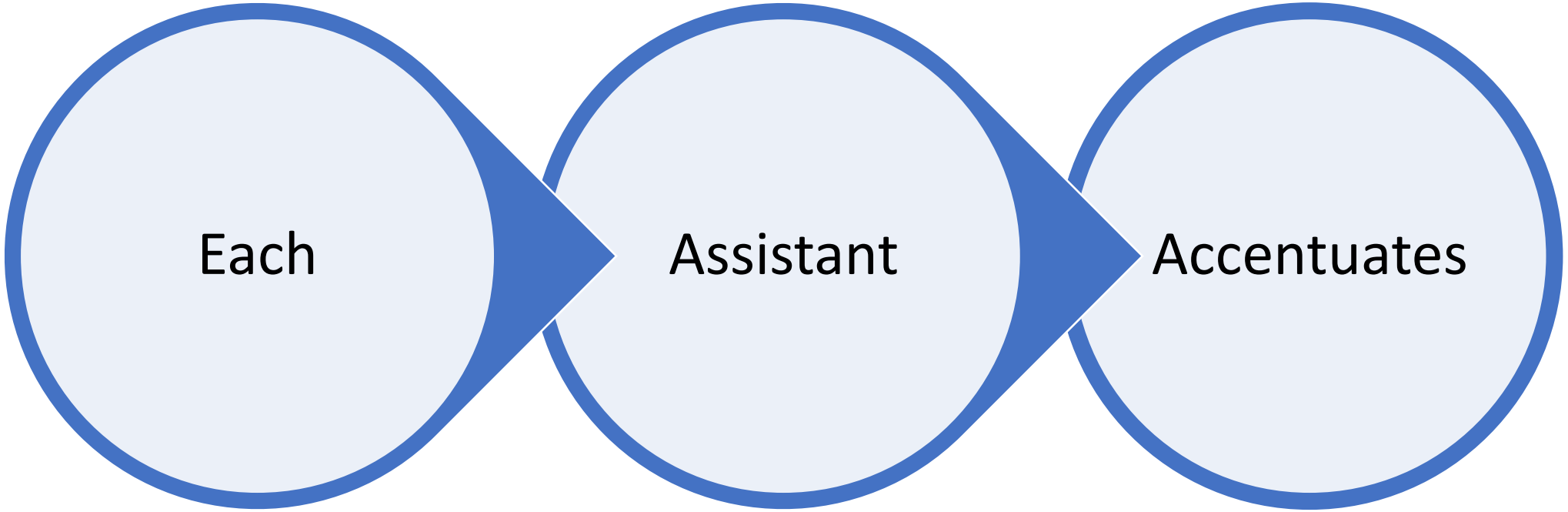
Fitness ticket for a road system/route

Sustainable infrastructure (positive influence specific) :

Key indicators

Resolution sought:

DRSS Assistants – Safer Driving



Quiz

DRSS Assistants – Safer Driving