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Universal Access to Knowledge

“The Great Promise of Our Time”

October 16, 2020

Shri S.K. Nirmal, Secretary General
Indian Roads Congress
Kama Koti Marg, Sector 6, R.K. Puram
New Delhi 110022 INDIA

via email to secygen.irc@gov.in

Dear Secretary General Saheb:

I write in response to the letters from Shri D. Sam Singh, Deputy Secretary (Admin), of [2020-01-20](#) and [2020-02-12](#) concerning posting of Indian Roads Congress standards and codes on our web site at law.resource.org and also on the [Internet Archive](#). I am responsible for both postings, which were done on a strictly non-commercial basis.

I am sorry that our proposed meeting at your headquarters on March 20 was unable to take place. I arrived in India on March 9 for a planned 30-day trip, but by March 12 I was back at my home in California due to the rapidly developing pandemic and I have been here ever since. It would have been a great pleasure to meet you and to discuss this matter in person and I hope in the future to have the occasion to do so. In the mean time, I hope you and your colleagues and all your families are safe and secure during these troubled times.

The purpose of this letter is to discuss our posting of the Indian Roads Congress official codes and standards by Public Resource. By way of introduction, Public Resource is a registered public charity incorporated in the State of California and recognized by the Internal Revenue Service as a non-profit public organization under [Section 501\(c\)\(3\)](#) of the Internal Revenue Code. We were incorporated in 2007 when I founded the organization with a mission of making access to knowledge in general more available and with a specific focus on edicts of government, such as officially issued public safety codes and standards.

Public Resource has done considerable work in India for the last 5 years. Among other things, we maintain the [Public Library of India](#), one of the largest collections of materials from and about India. The collections include over 11 lakh documents, including the most comprehensive and searchable collection of the [Official Gazettes](#) of India. The collections have reached over 12 crore views, the vast majority of which are viewers in India.

In this letter, I will discuss the recent actions Public Resource has taken to make Indian Roads Congress documents more accessible and our reasons for doing so. As always, I would be most pleased to discuss this matter with you or your staff.

The Importance of Roads in India

The World Health Organization [has noted](#) that road accidents are the leading cause of death in the 5–29 year age group. Road accidents caused 13.5 lakh deaths in 2019 and caused 5 crore injuries. Road accidents is the 10th leading cause of death globally and in 2019, India had 4.9 lakh road accidents, with 15 lakh deaths and 3 lakh people crippled.

Hon'ble V.K. Singh, Minister of State for Road Transport and Highways, has noted that 71% of accidents are the result of speeding. Hon'ble Nitin Gadkari, Minister for Road Transport and Highways, has noted that a 10% reduction in deaths has been recorded since the passage of the amended Motor Vehicles Act and has set a goal of 50% reduction in deaths in 5 years. India is a signatory to the [3rd Global Ministerial Conference on Road Safety](#) held in Sweden, and has set concrete and important goals, such as the creation of 1,000 more driving schools and a central database of accidents.

India has the second largest network of roads in the world. Roads play a central role in public dialogue in India, as evidenced by a steady stream of news reports regarding road safety, the creation of new roads, and the frequent appearance of Members of Parliament, Legislative Assemblies, and Ministers at public functions.

Just a few recent examples outline the central importance of roads in public discourse throughout India:

- In Kochi, on [October 9, 2020](#), an article entitled “Commuters struggle with poorly maintained roads in Kochi” discussed “public fury over the deplorable condition of the Kundannur–Maradu–Pettah Road,” and the “shock at the dismal condition of city roads” from a anti-corruption people’s movement.
- In Puducherry, on [October 7, 2020](#), an article entitled “CM urges Centre to speed up new road project linking Pondy – Nagapattinam” discussed the remarks of the Hon’ble Chief Minister in a public gathering marking the inaugural of a Road Overbridge.
- In Chennai, on [October 7, 2020](#), an article entitled “Port–Maduravoyal corridor likely to have two more ramps” discussed the question of the proper alignment of ramps and pillars in road construction. These types of technical discussions of road construction are frequent in the popular press.
- In Coimbatore, on [September 26, 2020](#), an article entitled “Third phase of outer ring road project begins in Erode” discussed details of the construction of the outer ring road and the expected effects on arterial congestion.
- In Andhra Pradesh, on [September 3, 2020](#), an article entitled “Strengthening road network is top priority: R&B Minister” discussed the importance of roads by the Hon’ble Minister for Roads and Buildings.

These articles are not just of local and regional interest, they dominate the national news. In national news, on [July 4, 2020](#), in an article entitled “Proposed ₹8,250-cr. Chambal Expressway a game changer for M.P., U.P., Rajasthan: Gadkari” discussed the statements of Hon’ble Minister Gadkari that “the upcoming expressway could be a game changer for tribals and poor living in the far-flung areas.”

In national news, just a few days ago on [October 13, 2020](#), Hon’ble Minister Gadkari outlined plans to upgrade 119 kilometres of port connectivity roads in Kerala in a virtual ceremony for the laying of foundation stones for seven highway projects. Hon’ble Minister stressed that these projects are “in line with the Prime Minister’s vision for a New India, development of world-class transport infrastructure has been prioritised through initiatives such as the Bharatmala Pariyojana, the country’s largest ever infrastructure development programme.”

The Central Importance of Indian Roads Congress As Apex Body

Indian Roads Congress is the Apex Body of Highway Engineers in India. It was established in 1934 on the recommendations of the 1928 [Indian Roads Development Committee](#) (the Jayakar Committee) established by the Government of India with the objective of road development in India. The society was formally registered in 1937 under the Societies Registration Act of 1860 and operates under the purview of and in close collaboration with the Ministry of Road Transport and Highways. The officers of the organization are overwhelmingly government officials of the Union government and the states. The Indian Roads Congress functions as an arm of the government and is subject to laws concerning such public bodies such as the [Right to Information Act 2005](#).

The specifications, standards, design codes, and special publications of the Indian Roads Congress play an essential role in the regulation and administration of roads by government. A look at [notices in the Official Gazettes](#) outlines this special role. For example:

- Haryana Govt. Gaz. (Extra), [Nov. 26, 2019](#), page 4373, 4397. Haryana Government, Urban Local Bodies Department, Notification of 26 November, 2019 regarding Outdoor Media Devices. “Outdoor Media Devices shall NOT use colour combinations that could potentially result in being mistaken for an official traffic sign.” Official traffic signs are defined as per Code of Practice for Road Signs, [IRC: 67-2001](#).
- A similar requirement can be found in Punjab Govt. Gaz. (Extra), [March 21, 2018](#), page 1373, “The Punjab Municipal Outdoor Advertisement Policy – 2018”.
- Gazette of India (Extraordinary), Part II–Sec. 3ii, page 4, [March 8, 2019](#), “Regulations for setting up of Fuel Stations on Privately owned Lands in National Capital Territory of Delhi”. “The general conditions for setting up of Fuel Station shall be in accordance with the norms laid down by

prevailing Master Plan and also the Ministry of Surface Transport and the Indian Roads Congress ([IRC: 12-2016](#))."

- Union Government, Extraordinary, [June 3, 2015](#), Part II-Section 3-Sub-Section(i), Ref. G.S.R. 451(E), p. 73, Notification of the Ministry of Environment, Forest and Climate Change draft rules implementing the Environment (Protection) Act, 1986, naming the Indian Road Congress as responsible for "standards and practices pertaining to construction of roads" in regards to construction and demolition waste.
- Maharashtra Gazette, [July 7, 2020](#), Ordinary, Part – 1, "Parking spaces for differently able persons shall be provided as per Indian Road Congress Code No. [IRC 103:2012](#) in each new construction/development/re-development in the TOD zone."
- Extraordinary Gazette of India, [January 28, 2020](#), Clause 1: "The design, construction, and maintenance of national highways shall be in accordance with the standards and specifications of the Indian Roads Congress." Clause 2: "Roads other than national highways shall be in accordance with the standards and specifications of the Indian Road Congress."
- Bihar Gazette, [December 4, 2018](#), Extra Ordinary, Government "shall encourage the use of plastic waste (preferably the plastic waste which cannot be further recycled) for road construction as per Indian Road Congress guideline."

In addition to numerous notifications in the Official Gazettes, Indian Roads Congress codes and practices play a central role in Union government national regulations at the Ministry of Road Transport and Highways. Just a few examples:

- [MORTH Circular No. RW/NH-33044/105/2018-S&R\(P&B\)](#), January 7, 2019, "Road Marking plays an important role in providing guidance and information to road users. Road marking assist the road users/drivers in understanding geometric profile/changes, delineating traffic path and hence ensure road safety." Mandating the use of [IRC 35-2015](#): Code of Practice for Road Marking.
- [MORTH, Circular No. RW/NH-33023/19/99-DO-III](#), April 12, 2013, Guidelines/Norms for access permission to Fuel Stations, Private Properties, Rest Area Complexes and other such facilities along National Highways. Page 5, Mandates the conformity to [IRC 12](#), "Guidelines for Access, Location and Layout of Roadside Fuel Stations and Service Stations." P. 11, Mandates pavement markings that conform to [IRC:35](#) "Code of Practice for Road Markings" and [IRC 67](#) "Code of Practice for Road Signs" and [IRC SP 55](#), "Guidelines on Safety in Road Construction Zones.
- [MORTH Circular No. RW/NH-33044/1/2014/S&R\(R\)](#), February 20, 2014. Recommends the use of interlocking concrete block pavements for

National Highway stretches in built-up areas for kerbs, footpaths, etc. [IRC SP 63](#) for design and construction of such pavements.

- [MORTH Circular RW/NH-33044/22/2020-S&R\(P&B\)](#), July 17, 2020, "Width of Shoulder (Paved and Earthen) for Two Laning of National Highways", Mandates use of [IRC SP 73-2018](#) but specifies a deviation from the standard. Standard previously mandated in RW/NH-33054/20/88-DII, October 5, 1989.
- [MORTH Circular RW/NH-33044/64/2018-S&R\(P&B\)](#), July 16, 2018, "Geo-synthetics and their use in Road Construction." Specifies 4 IRC standards to be used: [IRC SP 48-1998](#) "Hill Road Manual"; [IRC SP 59-2002](#) "Guidelines for use of geotextiles for road pavement and associated works"; [IRC 56-2011](#) "Recommended Practice for Treatment of Embankment and Roadside Slopes for Erosion Control"; [IRC SP 106-2015](#) "Engineering Guidelines on Landslide Mitigation for Indian Roads"
- [MORTH Circular RW/NH-33044/1/2007-S&R\(R\)](#), Provision of traffic signs (including Variable Message Signs) and Pavement markings on National Highways and other roads improved/developed under Centrally Sponsored Schemes. "6.1 The traffic signs on National Highways and other roads must conform strictly to the configuration, colour scheme and location as prescribed in [IRC:67-2001](#), which is also based on the [UN Convention on Road Signs and Signals](#), Vienna November 1968 of which India is one of the signatories. 6.2 All road markings shall conform strictly to the stipulations contained in [IRC:35-1997](#) in terms of application, colour scheme and layout."
- [MORTH Circular RW/NH-34059/2/2001-S&R\(B\)](#), August 2016, Inspection of Bridges, h"For uniformity in Maintenance inspection, various aspects as brought out in the [I.R.C. Special Publication No. 18](#)-Manual for Highway Bridge Maintenance Inspection should be strictly followed."
- [MORTH Circular RW/NH-34066/2/2018-S&R\(B\)\(P&B\)](#), July 30, 2018, "Report sought by National Human Rights Commission regarding adherence to Ministry's and [IRC: 103](#) "Guidelines for pedestrian facility" for persons with Disability." The use of that guidelines was previously stipulated in Rw/NH-33044/28/2015/S&R(R), June 17, 2015.
- [MORTH Circular RW/NH-33044/18/2016/S&R\(R\)](#), "Removal of Advertisement hoardings on National Highways within the Right of Way", September 7, 2016. "Despite Ministry's policy of not allowing road side advertisement hoardings on National Highways which cause distraction and also is one of the causes of accidents on NHs, advertisement hoardings have generally been noticed along the National Highways." Reiterates enforcement of circular RW/NH-33044/35/2001/S&R(R), May 16, 2002, which mandates [IRC 46-1972](#) "A Policy on Roadside Advertisements."

The importance of road construction standards is central not only as a tool of regulation, the Indian Roads Congress codes and standards are an

essential element in carrying out the fundamental goals. The policy statement of the Hon'ble Ministry of Road Transport and Highways [National Road Safety Policy](#) states that "Raising Awareness about Road Safety Issues" is the main policy goal in the national strategy, specifying:

The Government would increase its efforts to promote awareness about the various aspects of road safety, the social and economic implications of road accidents and what needs to be done to curb the rising menace of road accidents. This would enable and empower the different stakeholders to play a meaningful role in promoting road safety.

The National Road Safety Policy goes on to state: "The design and construction of all road facilities (rural and urban) will take into account the needs of non-motorized transport and the vulnerable and physically challenged in an appropriate manner. The Government will seek to disseminate 'best practices' in this regard to town planners, architects, and highway and traffic engineers."

Legal Underpinning of India Roads Congress Codes and Standards

The Indian Roads Congress being a public authority amenable to the RTI Act, is mandated by law under [Section 4\(3\) of the RTI Act 2005](#) to make the regulations developed by it—which are 'regulations in control of the IRC' covered squarely by [Section 4\(1\)\(v\)](#) of the Right to Information Act 2005—accessible to the public for free and in such form and manner that aids the ease of access.

That [Section 5\(7\) of the Central Road Fund \(State Roads\) Rules, 2007](#) requires states to follow "The standards, design and specification of the works to be proposed shall follow the relevant guidelines, codes, Indian Road Congress specifications as directed by the Central Government."

The codes and standards developed by the IRC are to fulfill the important public function of standardising road safety and development in India, and such standards and codes fall under the category of legal rules/regulations. Such legal rules and regulations must be disseminated widely and made easily accessible, in order to facilitate the promotion of these standard specifications, not only for the purposes of compliance, but also for the purposes of data collection and research and analysis by students, professionals, civil society members, etc.

Furthermore, some of the avowed missions of the IRC as stated on its official website are:

- To be the lead National Forum for sharing of knowledge and to pool our experiences and expertise collectively on the entire range of subjects related with road sector including the connected policy issues on road construction and road transportation.
- To promote the use of standard specifications conforming to the cutting edge technologies for construction and maintenance of roads, bridges, tunnels and road transportation.

- To pool knowledge (Library) with exchange facility through web to the reputed national and international organizations engaged in the profession and shared publications and literature conforming to cutting edge technologies.

It is also put forth that such free dissemination of codes and standards is not just in keeping with the spirit behind the creation of the IRC, but is also mandated under law. Thus, assertion of copyright on the same by the IRC, specially the charging of fees for providing such codes and standards, is in violation of the spirit and provisions of not just the Right to Information Act 2005, but also the rule of law in the country.

The legal system needs to permit those subject to the law to regulate their conduct with certainty, and this principle of legal certainty is a core component of the rule of law. Laws, rules, and regulations cannot be followed unless declared and made known to the general public.

There is also a deep constitutional basis for the proposition that rules and regulations of the government must be available to the people of India. There can be no justice—social, economic and political—if the rules and regulations of a democratic society are not available to the people, who must know their rights and their obligations.

Likewise, there can be no equality of status and of opportunity if we do not make important fundamental documents available for people to use in the course of their work. The IRC codes and standard are not products, they are the underpinnings of a vibrant and important sector of the Indian economy. If Make in India is an important goal, and it certainly is, then it is important that businesses know the rules of the roads.

It is also vital that this type of information be made available if the fundamental rights to an education are to be fully realized. I know for a fact that many institutions of learning in India do not have ready access to these important documents, despite the prevalence of engineering as a field of study. The IRC codes and standards are more than just the basis for regulations, they represent the best codified knowledge on the subjects they cover by dedicated volunteers throughout India that create these important and valuable documents.

Finally, it is important to understand that the [Copyright Act](#) of India has a number of important and notable exceptions. Even if documents are covered by copyright, there are exceptions for a number of uses. Those uses include the instruction of a teacher to a student, an exception notably reaffirmed in the Delhi University Photocopy case, where Justice Endlaw of the Hon'ble High Court of Delhi [wrote](#) "Copyright, specially in literary works, is thus not an inevitable, divine, or natural right that confers on authors the absolute ownership of their creations. It is designed rather to stimulate activity and progress in the arts for the intellectual enrichment of the public." Other uses beyond the bounds of copyright include research purposes, and many other applications of the principles of fair dealing.

Posting of Indian Roads Congress Standards by Public Resource

Initial posting of 142 Indian Roads Congress codes and standards was in 2015. Following correspondence from the Indian Roads Congress in early 2020, we temporarily removed such codes and standards from public view. In April, in light of the global pandemic and because of the importance of such materials to students, civil society, and road construction officials in India, we made those standards available to the public once again.

We do not maintain statistics on our own servers, but analytics on the Internet Archive show that the 142 documents currently available had a total of 631,725 views. Over the last 30 days, there were 3,769 views, and in the last 7 days, there were 919 views. The top standards accessed are:

Top 15 Viewed IRC Codes and Standards on Internet Archive

Standard	All Time	30 Days	7 Days
<u>IRC SP 084</u> : Manual for Specifications and Standards for Four Laning of Highways Through Public Private Partnership (First Revision)	38,256	121	26
<u>IRC 112</u> : Code of Practice for Concrete Road Bridges	34,215	88	33
<u>IRC 067</u> : Code of Practice for Road Signs (Third Revision)	33,827	193	45
<u>IRC 015</u> : Standard Specifications and Code of Practice for Construction of Concrete Roads (Fourth Revision)	24,759	65	10
<u>IRC 109</u> : Guidelines for Wet Mix Macadam	23,611	36	6
<u>IRC SP 020</u> : Rural Roads Manual	19,789	59	10
<u>IRC 078</u> : Standard Specifications and Code of Practice for Road Bridges, Section VII – Foundations and Substructure (Revised Revision)	19,473	80	20
<u>IRC SP 042</u> : Guidelines on Road Drainage (First Revision)	19,271	91	22
<u>IRC 006</u> : Standard Specifications and Code of Practice for Road Bridges, Section II – Loads and Stresses (Fourth Revision)	19,028	114	24
<u>IRC SP 013</u> : Guidelines for the Design of Small Bridges and Culverts	18,521	110	28
<u>IRC SP 073</u> : Manual of Standards and Specifications for Two Laning of State Highways on B.O.T. Basis	18,135	26	7
<u>IRC SP 062</u> : Guidelines for the Design and Construction of Cement Concrete Pavement for Low Volume Roads (First Revision)	17,264	99	15
<u>IRC 073</u> : Geometric Design Standards for Rural (Non-Urban) Highways	16,900	65	17
<u>IRC SP 102</u> : Guidelines for Design and Construction of Reinforced Soil Walls	11,433	81	26
<u>IRC 037</u> : Tentative Guildelines for the Design of Flexible Pavements	8,793	40	21

As noted above, we do not maintain statistics on law.resource.org, however we believe similar traffic patterns would pertain there. In addition, we do not have demographic information on a per-file level. However, the IRC codes and standards are part of a broader [Global Public Safety Codes](#) collection we maintain. That collection has had 23 million views since January 2017. In the last 30 days, demographic information is available detailing the top sources of the traffic:

Top 10 Sources of Traffic in Public Safety Codes Collection on Internet Archive

Region	Country	Views
Unknown	India	22,162
Maharashtra	India	15,976
California	USA	14,904
Delhi	India	13,137
Virginia	USA	10,371
Karnataka	India	8,790
Andhra Pradesh	India	7,619
Tamil Nadu	India	7,265
Gujarat	India	6,053
West Bengal	India	5,801

As can be seen, the predominate users are from India. Based on frequent lectures at universities and educational institutions all over India in the last 5 years, I can say from personal experience that a tremendous numbers of students throughout India are users of this important resource, as are members of civil society and many government officials.

We noted that among our users are the Indian Roads Congress. On your sales site for IRC codes and standards, 45 of the documents you now have for sale are scans that we did and posted on the Internet Archive. I invite you to open up documents such as [IRC 9-1972](#) ("Traffic Census on Non-Urban Roads") or [IRC 34-2011](#) ("Recommendations for Road Construction in Areas Affected by Water Logging, Flooding and/or Salts Infestation") and you will note the indicator that the documents you have for sale are from this source. We are of course delighted that you are able to make use of these documents.

Once again, I wish to stress that our work is strictly non-commercial and our primary purpose is to serve the people of India. I believe we share a common vision and spirit of public service with the esteemed Indian Roads Congress and we greatly admire the services you provide.

Continued Growth and Transformation of This Resource

As noted above, the works mentioned in your initial correspondence are now available for public view. We have done more than simply scan paper documents, a service which you were able to use. The documents are processed using Optical Character Recognition, meaning that one can search across the collection for particular phrases.

We are dedicated to continuing to increase the utility of this collection. We have recently posted an additional 142 documents, including updated codes and standards, as well as additional documents from the Ministry of Road Transport and Highways, such as the [“Pocketbook for Highway Engineers”](#) and from the National Rural Roads Development Agency, such as [“Do It Yourself Rural Roads Construction Using Fly Ash”](#) and [“Rural Road Safety Manual – Promoting Safer Connectivity in Rural India.”](#)

A major effort we currently have underway is to transform most of the IRC codes and standards into modern HTML format, making the documents more accessible to the visibly impaired as well as making them work much better on mobile platforms, laptops, and other modern viewing equipment.

In addition to transformation into HTML, a second major effort currently underway is to translate documents into all major Indian languages, using neural network based machine translation coupled with crowdsourcing for industry experts to improve the accuracy of the translation.

This effort was inspired by Hon’ble Prime Minister Modi’s effort to make the PM website available in not only the 6 UN languages but also all 22 Indian Languages. Hon’ble PM is leading by example, and the [e-Kranti](#) flagship initiative to “transform India into a digitally empowered society and knowledge economy” which lists as a key requirement that “It is imperative that all information and services in e-Governance projects are available in Indian languages as well.”

This effort was also inspired by my meetings with organizations such as Ministry of Electronics and Information Technology (MEITY) and Office of Principle Scientific Advisor to the Prime Minister, both of whom have ambitious efforts underway to use cutting-edge technology to make information available in Indian languages.

As noted above, this is part of a much broader effort. Our volunteers in the south have scanned many books, including many works in the [Konkani](#), [Kannada](#), and [Malayalam](#) languages. Our collections include 66,158 works in [Sanskrit](#), 57,272 works in [Hindi](#), 27,619 works in [Telugu](#), 19,552 works in [Urdu](#), and many, many other languages. We have helped make available archives of the [National Centre for Biological Sciences](#), [Indian Academy of Science](#), and many other organizations. Public Resource has formal memoranda of understanding and cooperation with organizations throughout India.

Our collections are readily available to be repurposed by others and the materials have been used by organizations throughout India to build their on-line collections and libraries, such as the [BJP e-Library](#). Items from our collections of public safety codes are posted on numerous government web sites. I invite you to look at all [35 collections of materials](#) we curate, and I think you will be especially impressed with collections of [Indian History](#), [Indian Science](#), and our [Hind Swaraj](#) collection with extensive and rare materials from the fight for independence.

In the matter of the Indian Roads Congress, there is a note on each item indicating the purpose of making these materials available. That note reads:

This item is part of a library of books, audio, video, and other materials from and about India is curated and maintained by Public Resource. The purpose of this library is to assist the students and the lifelong learners of India in their pursuit of an education so that they may better their status and their opportunities and to secure for themselves and for others justice, social, economic and political.

This library has been posted for non-commercial purposes and facilitates fair dealing usage of academic and research materials for private use including research, for criticism and review of the work or of other works and reproduction by teachers and students in the course of instruction. Many of these materials are either unavailable or inaccessible in libraries in India, especially in some of the poorer states and this collection seeks to fill a major gap that exists in access to knowledge.

Conclusion and Offer to Assist

Public Resource has made key documents available on a strictly non-commercial basis and has provided access to the esteemed Indian Roads Congress standards as well as to 11 lakh other documents. In this time of pandemic when students are not able to go to school, libraries are closed, and public safety has become a primary goal of all our societies, this is an essential service.

Public Resource would be very pleased to assist the esteemed Indian Roads Congress and the Hon'ble Ministry of Road Transport and Highways, including making available to you transformed documents for your own use and to provide any advice that you might find of use. As always, I would be pleased to discuss the matter with you or staff at IRC or the Hon'ble Ministry—at no charge and with no obligation on your part, we only wish to volunteer assistance—and hope this is the basis of a continued dialogue.

I wish you and your staff and your families good health and I hope in the future to be able to resume my frequent travels to India and to have the pleasure and honor of meeting with you personally. In the meantime, I hope we may continue to discuss these important issues.

With best regards,

DocuSigned by:

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Carl Malamud, President
Public Resource



ANNEXURE

Ad Hoc COMMITTEE FOR THE BROADER DISSEMINATION OF INDIAN ROAD CODES AND STANDARDS

WHEREAS the esteemed Indian Roads Congress is the apex body of highway engineers in India with a long history of public service;

AND WHEREAS the codes, specifications, and standards created by the esteemed Indian Roads Congress represent the best codified knowledge about roads and transport in India;

AND WHEREAS the esteemed Indian Roads Congress works closely with the Hon'ble Ministry of Road Transport and Highways and with the Hon'ble Ministries of the states, municipalities, and territories of India;

AND WHEREAS the codes, specifications, and standards created by the Indian Roads Congress form the basis for regulations and other edicts of government and are clearly "rules and regulations" under the Right to Information Act 2005;

IT IS HEREBY RESOLVED that the undersigned do urge the Indian Roads Congress to more broadly disseminate these essential documents for use without restriction in order to promote road safety, education of future engineers, and knowledge of this essential work to the people of India.

Initial Signatories

Name	Affiliation or Profession or Other Description	Location
Prashanth Shenoy	Computer Scientist	Mangalore
Sushant Sinha	Indian Kanoon	Bengaluru
Nipun Dave	Advocate, Delhi Bar Council	Delhi
Murali Ramanath	CEO, Namma Nimma Cycle Foundation	Bengaluru
Venu Madhav Govindu	Associate Professor, Indian Institute of Science	Bengaluru
Rajath Pai	Engineer	Karnataka
Neeraj N	From the design world	Ghaziabad
Srinivasan M	Advocate	Chennai
Karan Manral	Gardener	Goa
Omshivaprakash	Sanchi Foundation	Bengaluru
Naveen Francis	Mapping	Thrissur
Bhanu K	Software engineer	Hyderabad
Navaneeth M Nambiar	Undergraduate Student, IIT Palakkad	Kerala
Sugeeth	Farmer	Kerala

Additional Signatories: <https://forms.gle/BbuGUc4QB8grCBDf6>