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Dated: 18.06.2026

To,
The President,
Highway Operators Association (I),

Subject: Expression of Deep Gratitude – Gazette Notification G.S.R. 466(E) de-licensing the 5875–5905 MHz Spectrum Band for Cellular Vehicle-to-Everything (C-V2X) Communication: A Decision That Will Save Lives.

Respected Sir,

On behalf of the ITS India Forum – and on behalf of the broader community of road safety advocates, transportation engineers, mobility technologists, and highway professionals it represents across India – I write to place on record our most sincere, profound, and unreserved gratitude to Highway Operators Association (I), for a regulatory decision that will be counted, in years to come, among the most consequential acts of transport governance in independent India.

The official publication of G.S.R. 466(E) on June 10, 2026, exempting On Board Units operating in the 5875–5905 MHz band from all spectrum licensing requirements – issued under the Indian Telegraph Act, 1885 and the Indian Wireless Telegraphy Act, 1933, and effective immediately upon publication – is a milestone that transcends any regulatory calendar. It is, in the most precise sense, the moment India formally chose to make its roads intelligent. Vehicles will now communicate with each other, with roadside infrastructure, with traffic management systems, and with every vulnerable road user around them – in real time, without licence barriers, at latencies the human nervous system cannot match.

1,77,000 Road deaths in India each year one every three minutes	92% Of accidents caused by human error – the gap C-V2X bridges	80% Of multi-vehicle crashes V2X can prevent or reduce (NHTSA)	10 ms Warning latency – 50× faster than human perception
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We are acutely conscious of the human weight that underlies this decision. India loses nearly 1,77,000 lives on its roads every year – one every three minutes, without pause, every day of the year. Behind each of those numbers is a family shattered, a child left without a parent, a livelihood extinguished, and a grief that no policy instrument can fully address. Yet the cooperative communication layer that this notification enables carries the most rigorous evidence base in the history of road safety technology: the United States Department of Transportation has established that V2X-enabled applications can eliminate or mitigate up to 80% of crashes involving unimpaired drivers. Applied to India's fatality burden, that is more than a lakh lives – every single year – that technology can now be deployed to protect.



+91 95997 86300



www.itsindiaforum.com



info@itsindiaforum.com

Highway Operators Association (I)'s willingness to act on that evidence – to translate technical possibility into regulatory reality with the clarity and speed that this decision demanded – reflects a quality of governance that ITS India Forum holds in the deepest respect. The de-licensing of the 5.9 GHz band is not merely a spectrum decision. It is an act of public health policy. It is a commitment to the proposition that India's roads need not continue to be among the world's most dangerous – and that government has both the authority and the responsibility to change that.

“This notification did not arrive easily. It is the product of sustained inter-ministerial coordination, technical rigour, and the kind of patient, principled leadership that rarely attracts the recognition it deserves. DoT did not merely open a spectrum band. It architected a framework.”

The journey to this notification was neither short nor simple. The complex interplay of spectrum policy, automotive safety standards, 3GPP technical specifications, industry investment cycles, and road safety objectives required years of careful navigation across multiple ministries and regulatory bodies. The consultation process through TRAI, the engagement of SIAM, COAI, ARAI, Qualcomm, and international ITS stakeholders, and the parallel de-licensing of the 77–81 GHz band for automotive short-range radar (G.S.R. 468(E) – published on the same day as a companion notification reflect a comprehensiveness of vision that goes well beyond routine regulatory action. Together, these two notifications form the complete twin-pillar regulatory foundation of India's intelligent transportation future. The institutional resolve demonstrated by the Highway Operators Association (I) has set a standard for quality of analysis, clarity of purpose, and speed of execution that we hope will inspire similar ambition across the full breadth of India's transportation reform agenda.

ITS India Forum is humbled to have been a contributing part of this journey through technical submissions, policy briefs, stakeholder engagements, international benchmarking across the EU FRAME architecture, the US ARC-IT framework, Japan's VICS system, and Singapore's LTA platform, and sustained advocacy over nearly three years through the ITS India Forum, SIAM, the IRF, and direct engagement with government ministries. We are fully aware that the arc of a policy decision of this magnitude bends only because of the authority, conviction, and institutional courage of those who govern. You provided that conviction. The Forum's role was to present the evidence, build the case, and sustain the conversation. That you heard it, weighed it, and acted upon it with this degree of resolve is something for which we are genuinely and deeply grateful.

Looking ahead, ITS India Forum is committed to serving as a reliable, technically rigorous, and responsive partner to the HOAI at every stage of what comes next: the development of Indian standards for C-V2X On Board Units and Road Side Units under MoRTH; The integration of V2X infrastructure with the National Highway network; the alignment of the proposed AIS-140B specification with C-V2X capabilities; and the broader rollout of cooperative Intelligent Transport Systems that will define Indian mobility for the next generation. The Gazette Notification of June 10, 2026 is the foundation stone. What is built upon it in technology, in policy, and in human safety will be India's answer to the global connected mobility revolution.



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India's roads have long carried the weight of avoidable loss. With this notification, the Gol has placed in the hands of every vehicle, every driver, and every family on those roads the most powerful safety instrument that transportation engineering has ever produced. For that not merely as an institution, but on behalf of every road user whose journey ahead will be safer, every family that will not receive a midnight call, and every life that will not become a statistic, ITS India Forum offers its deepest, most heartfelt, and most enduring gratitude.

With profound respect, admiration, and gratitude,

With warm regards,



Mr. Akhilesh Srivastava

President, ITS India Forum

Ambassador, IRF (International Road Federation)

Ex-NHAI | Lead, WEF Road Safety 2.0

Author: AI in Infrastructure Development · A Dream of Billions – Road Safety 2.0



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