

Global Forum for Road Traffic Safety (WP.1)

“The 50th anniversary of the 1968 Convention on Road Traffic and on Road Signs and Signals”



Current Policies to Enhance Traffic Safety and Future Directions

Roberto ARDITI, SINA – Gavio Group

Chair of TC on Policies and programs for road safety - World Road Association



Ginevra, March 25th 2019



PIARC's Four key missions

- Be a **leading international forum for analysis and discussion** of the full spectrum of transport issues related to roads and related transport;
- Identify, develop, and disseminate **best practice** and **give better access to international information**;
- Consider within its activities the needs of **developing countries and countries in transition** fully; and
- Design, produce, and promote **efficient tools for decision making** on matters related to roads and related transport.

- The Association mobilizes the expertise of its members
- Through operations guided by a **4-year Strategic Plan**



Extensive membership base

- **122 National governments are members of the Association**
- **Members from a total of 140 countries**
 - **Regional authorities**
 - **Collective members – public or private**
 - **Individual members**
- **More than 1 200 experts are currently mobilised in our working groups**

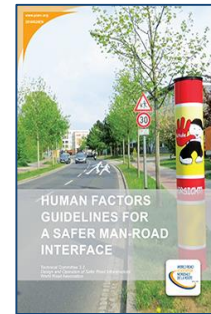
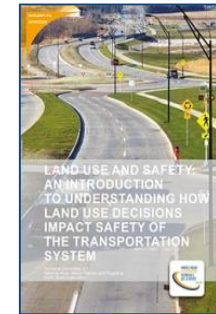


PIARC Strategic Theme “Safety”

What has happened in the last cycle? (1/2)

14 Technical Reports (2012-2015)

- Vulnerable road users: Diagnosis of design and operational safety problems and potential countermeasures
- Land use and safety: an introduction to understanding how land use decisions impact safety of the transportation system
- The Role of Road Engineering in Combatting Driver Distraction and Fatigue Road Safety Risks
- Human factors guidelines for a safer man-road interface
- Fixed fire fighting systems in road tunnels: Current practices and recommendations
- Improving safety in road tunnels through real-time communication with users
- Human factors in road design. Review of design standards in nine countries



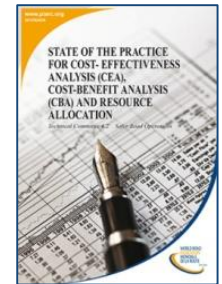
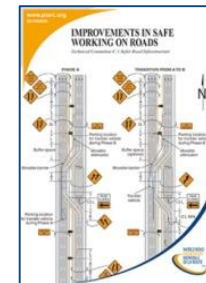
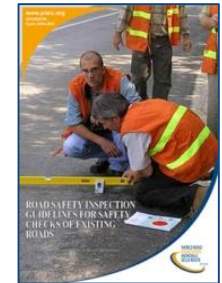
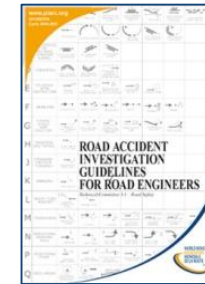
Strategic Theme Safety

What has happened in the last cycle? (2/2)

14 Technical Reports (2012-2015)

- Road accident investigation guidelines for road engineers
- Comparison of national road safety policies and plans
- Road safety inspection guidelines for safety on existing roads
- Best practices for road safety campaigns
- Improvements in road safety on existing roads
- State of practice for road safety cost-benefit analysis, resource allocation
- Best practices for road tunnel emergency exercises

www.piarc.org

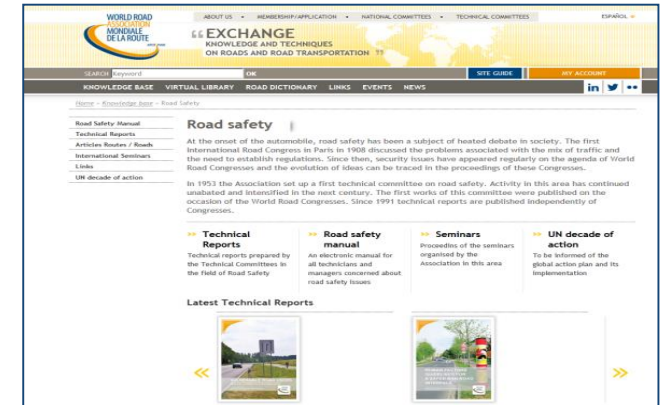


2016-2019 Work Plan

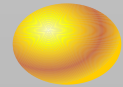
What is planned?

Six forthcoming reports + web manual

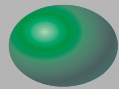
- National Road Safety policies evolution
- Vulnerable road users
- Human factors and design
- Setting credible speed limits
- Catalogue of design, operations and maintenance safety problems and potential countermeasures for LMIC
- Road Safety Audit guidelines (amended version)
- ...and an update of the Road Safety Manual!



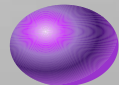
Presentation Plan



GLOBAL ROAD SAFETY POLICIES - PIARC SURVEY RESULTS



PIARC – WHY A ROAD SAFETY MANUAL

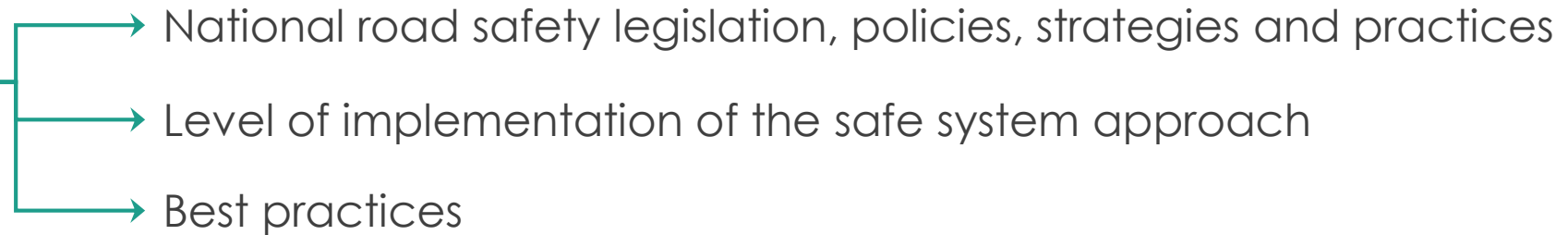


FUTURE KEY INITIATIVES

the PIARC survey

at a glance

- **Prepared and conducted by TC C1 - National Road Safety Policies and Programs**



- **To improve road safety in LMIC**
 - Results will be included in a PIARC report and in the PIARC Road Safety Manual
- **Conducted, as an interview, in the 1st semester 2018**

the PIARC survey

structure

- part 1: contact information for person completing survey
- part 2: definition of the road safety problem in your country
- part 3: road safety policies and practice
- part 4: key performance indicators
- part 5: investment methods
- part 6: “save lives” performance indicators
- part 7: safe system/vision zero self assessment

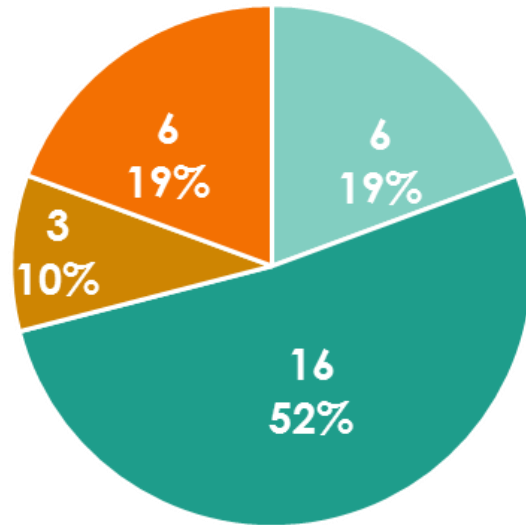


Only few highlights presented today ...

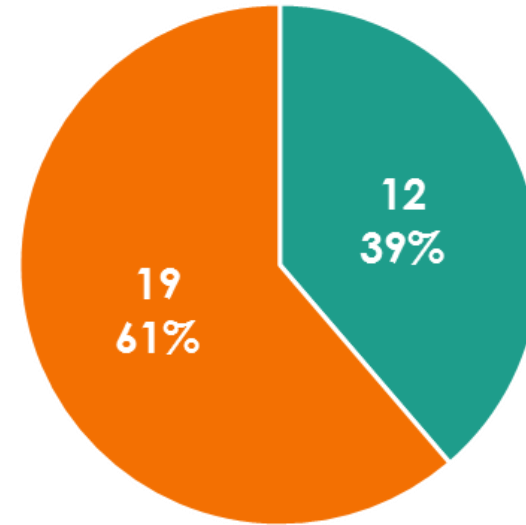
the PIARC survey

countries

- 31 countries – 16% of the world



■ Oceania and Asia ■ Europe ■ America ■ Africa



■ LMIC ■ HIC

- 52% Europe; 19% Oceania and Asia; 19% Africa; 10% America
- 61% HIC 39% LIC

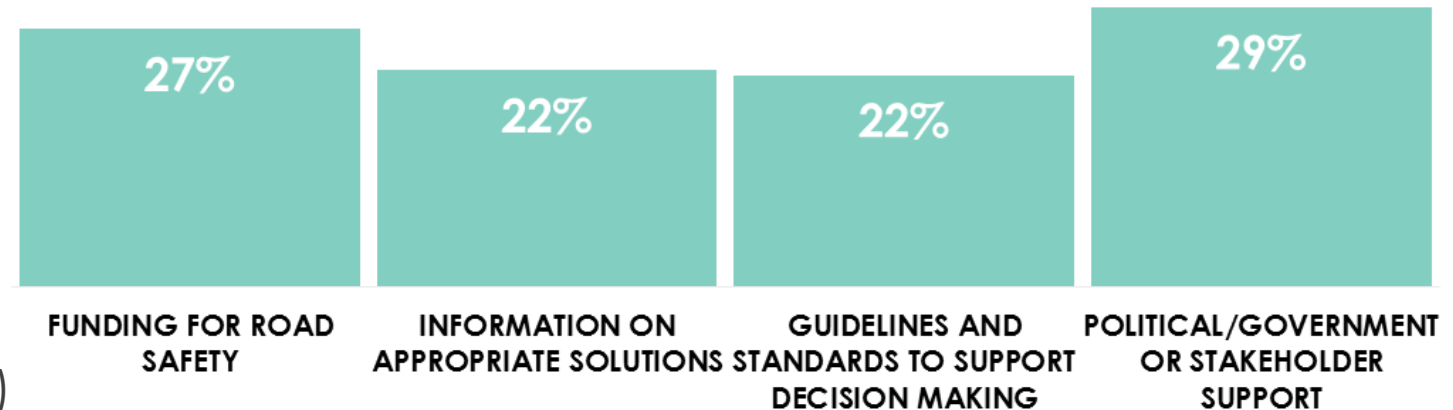
part 2 - road safety major problems and challenges

major challenges in addressing infrastructure road safety

2a - Main challenges in addressing infrastructure road safety regarding policies

- **Political/ government or stakeholder support - 20 countries (65%) 1st or 2nd challenge (83% LMIC , 53% HIC)**

- **Funding for road safety are a major challenges (67% LMIC; 42% HIC)**



- **Other main challenges:**

- Priority given to capacity (Denmark)
- Behaviour control (France)
- Communication from the government side (India)
- Major regulations (Lithuania)
- Mentality change and assemble the road safety in one governmental entity (Portugal)

part 2 - road safety major problems and challenges

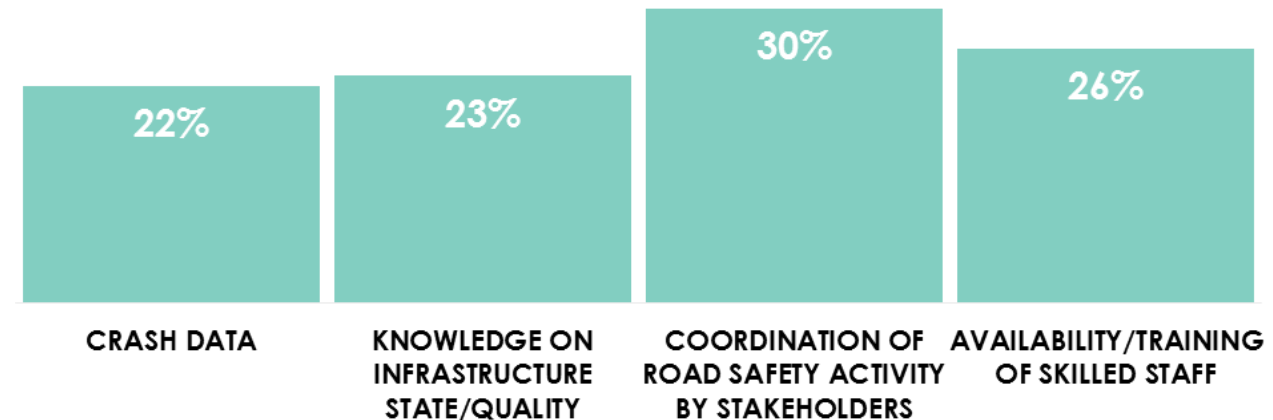
major challenges in addressing infrastructure road safety

2b – Major challenges in addressing infrastructure road safety regarding road safety management

- **Coordination of road safety by stakeholders: 21 countries (68%) ranked 1st or 2nd challenge (91% LMIC and 53% HIC)**
- **Availability/training of skilled staff ranked 2nd from 11 countries (58% LMIC; 37% HIC)**

- **Other main challenges:**

- Decentralization without the need for a security approach (France)
- Insufficient resources (Mali)
- National Roads and Construction Program (Poland)
- Risk assessment (Portugal)
- Appropriate measures for setting targets and measuring progress (Australia)

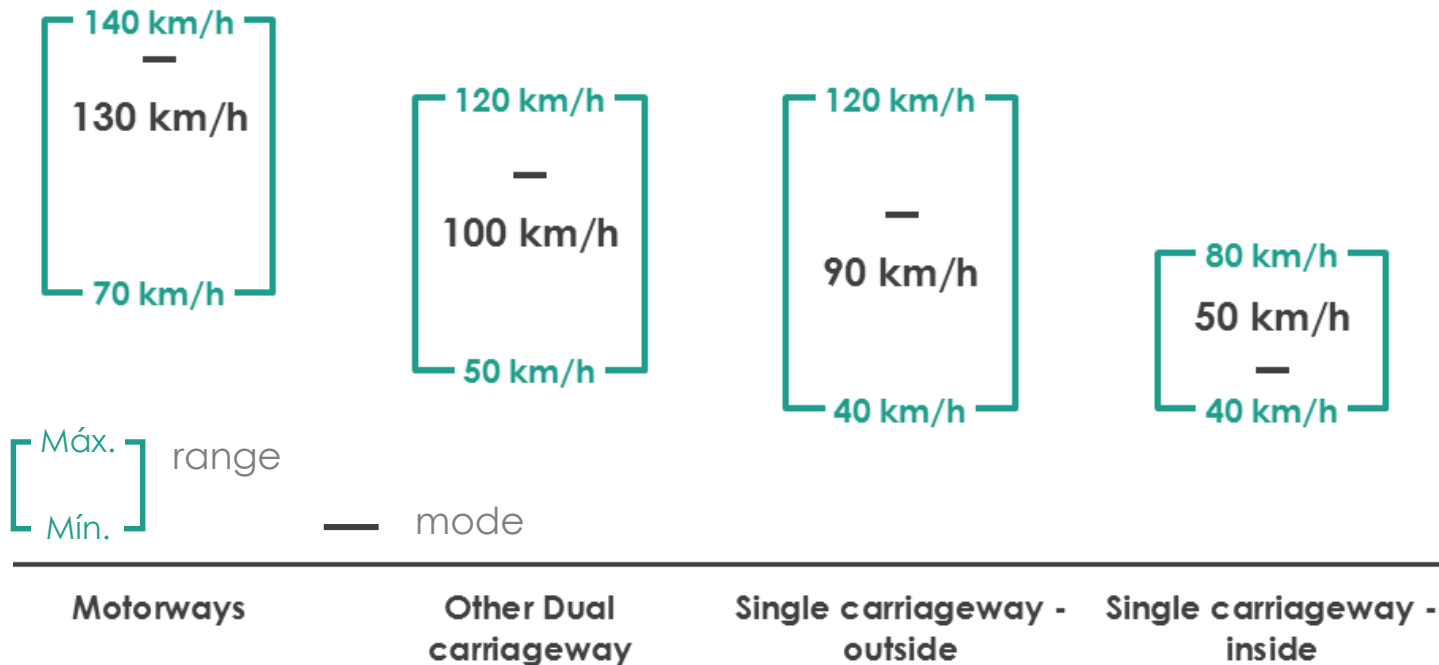


- **Crash data - important factor in understanding the road safety challenges (LMIC)**

part 3 - road safety policies and practice

policies and strategies including SS adopted and implemented

3f - Speed limit (km/h)?



- National, regional and economic variations in the adoption of speed limits for various types of roads
- The Mode of LMIC and HIC is the same
- LMIC have lower the minimums
- Possible conclusion: HIC have higher geometric standards, vehicle fleet age

- South Africa and Australia do not have different speeds for Motorways, Dual Carriageway and Single Carriageway outside urban areas (120 km/h and 100 km/h)

A few conclusion statements

Where can we improve and work

Key Challenges

- **Political/government and stakeholder support and coordination**
- **Funding**
- **Skilled Staff**

Safe System

- **35% has no such strategy and 1 country does not know the concept**
- **45% are implementing**
- **81% recognizes it as the strategy to address road safety with the best results**

Strategy for Road Safety Infrastructure

- **23% has no dedicated strategy (National legislation and other)**
- **45% no legal support**
- **13% no specific guidelines**

KPI

- **10% have no target for fatalities or serious injuries**
- **52% have no road infrastructure related targets**
- **1/3 no targets to address specific crash types and specific road users**

PIARC Road Safety Manual useful tool to help and to improve the issues that need particular action and knowledge



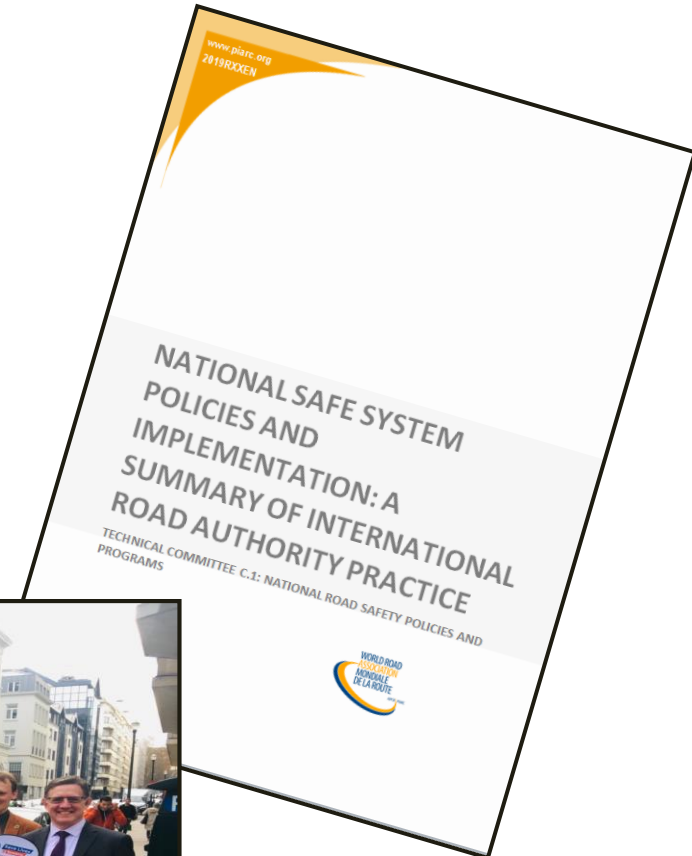
Save Lives
#SpeakUp

Road Safety worldwide

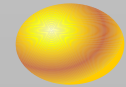
UN Global Road Safety Week 06-12 May 2019



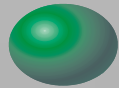
- Fifth United Nations Global Road Safety Week 06-12 May 2019
- Theme: “Leadership for Road Safety”
- TC C1 WG2 report “National Safe System policies and implementation: A summary of international road authority practice“ will be launched in the frame of the UN GRSW



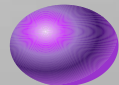
Presentation Plan



GLOBAL ROAD SAFETY POLICIES - PIARC SURVEY RESULTS

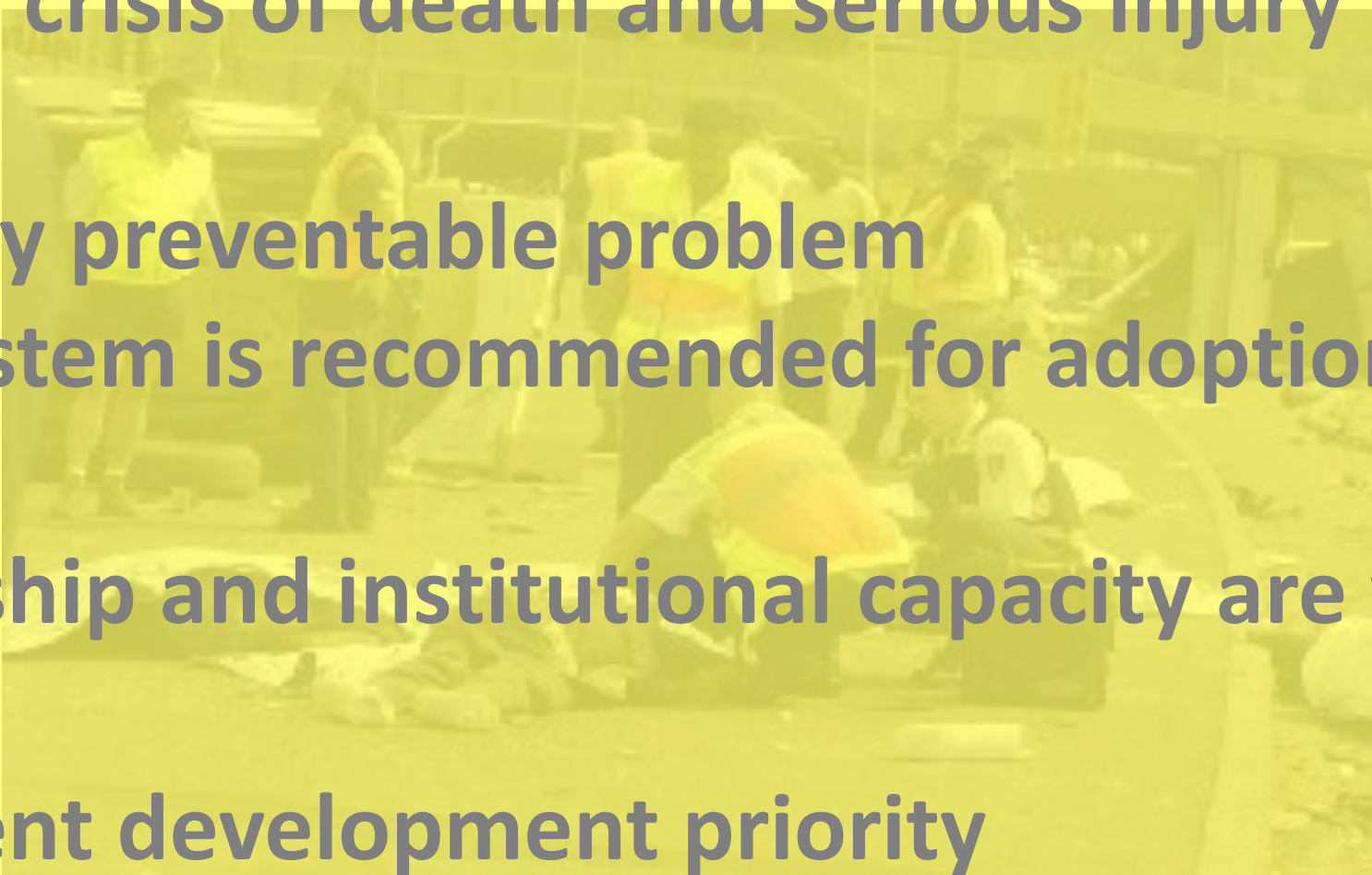


PIARC – WHY A ROAD SAFETY MANUAL



FUTURE KEY INITIATIVES

Perception of problem and needs

- ✓ A global crisis of death and serious injury in road crashes
 - ✓ A largely preventable problem
 - ✓ Safe System is recommended for adoption in all countries
 - ✓ Leadership and institutional capacity are vital for results
 - ✓ An urgent development priority
- 



WORLD ROAD ASSOCIATION MONDIALE DE LA ROUTE

AIPCR PIARC

INTRODUCTION

STRATEGIC GLOBAL PERSPECTIVE

WELCOME TO THIS WORKING GUIDE

THE NEW ROAD SAFETY MANUAL FOR EVERY STAGE OF INFRASTRUCTURE DEVELOPMENT AND OPERATIONAL OBJECTIVES.

It is aligned with key pillars for the United Nations Sustainable Development Goals

- **Pillar 1:** Road Safety Management;
- **Pillar 2:** Safer Roads and Mobility;
- **Pillar 4:** Safer Road Users.

This comprehensive resource builds on the broad range of knowledge and experience provided by PIARC in the first edition. It includes new thinking on road safety and offers a clear argument on why adopting a Safe System approach is crucial for your country.

The Safe System approach aims for a more forgiving road system that takes human fallibility and vulnerability into account. Under the Safe System approach, everyone (public agencies, automobile manufacturers, road users, enforcement officials, and others) must share the responsibility for road safety outcomes.

>> World Road Association website

Log in EN

ROAD SAFETY MANUAL FOR ROAD DESIGNERS, PLANNERS, OPERATORS, MAINTENANCE PERSONNEL, POLICE OFFICERS, ROAD USERS, RESEARCHERS AND DECISION MAKERS FOR DESIGNING SAFE SYSTEM INFRASTRUCTURE

TOOLS

ARE YOU A RESEARCHER, A STUDENT OR A PROFESSIONAL?

CREATE YOUR FREE ACCOUNT TO ACCESS THE ADDITIONAL MEDIA MATERIALS AND RECEIVE ALERTS WHEN NEW CONTENTS ARE PUBLISHED.



REGISTER

>> ACCESS TO THE KEY MESSAGES FOR THE MANAGERS

GIVE US YOUR FEEDBACK!

<http://roadsafety.piarc.org>

Structure of the RSM

Key parts

- ✓ Part 1: Strategic Global Perspective
- ✓ Part 2: Road Safety Management
- ✓ Part 3: Safe Planning, Design, Operation, and Use of the Road Network

Engineering focus with an incorporation of human factors

RSM – Chapter content

- ✓ **Key messages for managers**
- ✓ **Key principles for each of the topics**
- ✓ **Discussion to explain the key principles**
- ✓ **Case studies**
- ✓ **Links to detailed technical material and other references**
- ✓ **Getting started, making progress, and consolidating activity section**



Resolution nr. A/RES/72/271

Improving global road safety

adopted by the General Assembly on 12 April 2018
(and previously mentioned in A/RES/70/260 of April 2016)

EN

Resolution adopted by the General Assembly on 12 April 2018

70/260. Improving global road safety

"Acknowledging a number of other important international efforts on road safety, including the development of an updated Road Safety Manual by the World Road Association to offer guidance to officials at various levels on measures that can enhance the safety of road infrastructure"

FR

Résolution adoptée par l'Assemblée générale le 12 avril 2018

70/260. Amélioration de la sécurité routière mondiale

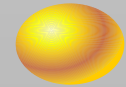
Prenant acte d'autres initiatives internationales importantes pour la sécurité routière, parmi lesquelles ... l'établissement d'un manuel de la sécurité routière actualisé par l'Association mondiale de la route pour proposer aux responsables à divers niveaux des orientations sur les mesures propres à améliorer la sécurité des infrastructures routières,

ES

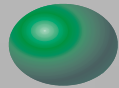
Resolución aprobada por la Asamblea General el 12 de abril de 2018

70/260. Mejoramiento de la seguridad vial en el mundo Reconociendo otras iniciativas internacionales importantes en materia de seguridad vial, como ... una versión actualizada del Manual de Seguridad Vial por la Asociación Mundial de la Carretera para ofrecer orientación a los funcionarios de diversos niveles sobre medidas que pueden mejorar la seguridad de la infraestructura vial

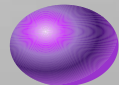
Presentation Plan



GLOBAL ROAD SAFETY POLICIES - PIARC SURVEY RESULTS



PIARC – WHY A ROAD SAFETY MANUAL



OTHER KEY INITIATIVES

International Seminars 2018






- "Best Practices for Earthworks and Rural Roads"
- "Transport in the Fourth Revolution: The Dynamical Low-Income World"
- "Disaster and Risk Management for Roads"
- "Integrated Road Transport and Mobility"
- "Global Approaches to Advance Road Asset Management"
- "Strategic Planning and Performance Monitoring of Road and Transport Administrations"
- "Safer Roads that save Lives: The PIARC Contributions to the UN targets and Initiatives"
- "Resilient Roads and Climate Change Adaptation"
- "Road Pavements"
- "Achieving Successful Road Transportation through Effective Management and Organisation"
- "Earthworks in Europe"
- "Environment Considerations in Road Projects and Operations"

2019 World Road Congress



Theme : **Connecting Cultures - Enabling Economies**

The screenshot shows the homepage of the 26th World Road Congress website. At the top, there are logos for the organizing bodies: the Department of Transport of Abu Dhabi and the World Road Congress. The main header features the event title "26th WORLD ROAD CONGRESS" and the dates "6 - 10 OCTOBER, 2019 | ABU DHABI". Below this, there are three buttons: "BOOK A STAND", "MEDIA PARTNERS", and "SPONSORS". A quote from the Crown Prince of Abu Dhabi is displayed, followed by a prominent "REGISTER NOW!" button. The background of the main section is an aerial view of a modern bridge over water.

 120 COUNTRIES	 50 SESSIONS & WORKSHOPS	 5000 DELEGATES	 40 TRANSPORT MINISTERS	 300 EXHIBITORS
---	---	--	--	--

Technical Sessions - Call for Papers

- A call for papers was prepared, on 41 specific topics. Many of them road safety related.
- This call was disseminated widely in May 2018.
 - The deadline for submitting abstracts was 15 September (extended to 30 September 2018)
- **600 abstracts received, 400 full papers currently under assessment.**
 - The number is satisfactory and more than sufficient
- **Authors come from 90 different countries.**
 - Some countries demonstrated a strong interest: France (43 abstracts), Italy (36), Germany (33), Mexico (31), Japan (30), Argentina (26), Spain (24)...
- **Good input from Low and Middle Income Countries:**
 - India, China, Morocco, Colombia, Iran, Ivory Coast, Algeria ...

2019 World Road Congress

Program at a glance (road safety highlighted)

		PLENARY	MAIN 1	MAIN 2	MAIN 3	MAIN 4	MAIN 5	MAIN 6	POSTERS	WORKSHOPS	EVENTING PROGRAM
SUNDAY 6 OCTOBER	MORNING	OPENING SESSION									
	AFTERNOON	MINISTER'S SESSION									WELCOME COCKTAIL
MONDAY 7 OCTOBER	MORNING	KEYNOTE 1	SDS D: ROAD ASSET MANAGEMENT	SS 1: AUTONOMOUS VEHICLES	SS 2: ROAD SAFETY PARTNERSHIPS	SPS3&4: CONTRIBUTION OF ROAD TRANSPORT / POSITIVE ENERGY ROADS	SS 3: RESILIENCY	SS 4: PAVEMENTS & CLIMATE CHANGE			IN-MOTION
	AFTERNOON		TS D1: ROAD ASSET MANAGEMENT	TS B: MOBILITY	SS 5: PPP	TS TFA2: NATIONAL & COORDINATION	SS 6: URBAN	SS 7: GENDER			WS2: ROAD SAFETY MANUAL
TUESDAY 8 OCTOBER	MORNING	KEYNOTE 2	TS D2: PAVEMENTS	TS B1: ITS	SS 8: RESEARCH IMPLEMENTATION	SDS A: FINANCE	TS E3: DISASTER MANAGEMENT	SS 9: ACCESSIBILITY & DISABILITY	TC D1, TFA2	WS3: HDM-4 1	
	AFTERNOON		TS D3:	TS B2:	SDS C: ROAD SAFETY	TS A1: PERFORMANCE ROAD ADMINISTRATION	SPS5: ELECTRIC ROAD SYSTEMS	SS 10: AUTONOMOUS & ROADS	TC D2, TC B1, TC E2	WS3: HDM-4 2	
WEDNESDAY 9 OCTOBER	MORNING	KEYNOTE 3	TS D4: & RURAL ROADS	TS B3: MOBILITY	TS C1: ROAD SAFETY POLICIES	TS A2: SOCIO-ECONOMICS	SDS E: CLIMATE CHANGE	SS 11: BIM	TC D3, TC B2, TC A1	WS4: AIRFIELD PAVEMENTS 1	
	AFTERNOON		TS D5: ROAD SAFETY	TS B4: MOBILITY	TS C2: SAFETY BEYOND THE ROAD	TS A3: RISK	TS E1: ENVIRONMENTAL	SS 12:	TC D4, TC B3, TC A2, TC C1, TFC1	WS4: AIRFIELD PAVEMENTS 2	GALA DINNER
THURSDAY 10 OCTOBER	MORNING		SPS1&2: DRONES / UNPREDICTED INFRASTRUCTURE FAILURE	TS TFB1&2: AUTOMATED VEHICLES	TS TFC1: SECURITY	TS TFA1: INNOVATIVE FINANCING	TS E2: ENVIRONMENTAL CONSIDERATIONS	SS 13: LONG DISTANCE FREIGHT	TC D5, TC B4, TC A3, TC C2, TC E1, RESILIENCY	WS4: AIRFIELD PAVEMENTS 3 WS5: AFRICAN TASK FORCES	
	AFTERNOON	CLOSING SESSION									

TC C1 Workshop – Road safety manual: how the knowledge of best practices can boost to global policies

- **Workshop title** How the knowledge of best practices can boost to global policies in road safety
- **Date/time** Monday 7th October at 14.00 – 17.30 h
- **Timeline** 3.5 hrs (incl. 30 min coffee break)
- **Preliminary program**
 - How the knowledge of best practices can boost to global policies in road safety: accelerating the use and implementation of the PIARC Road Safety Manual in support of the UN Targets in low and middle-income countries.
- **Speakers**
 - Invited members of the Steering Committee of PIARC RSM
 - Invited today a distinguished delegation of UNECE WP.1
 - John Milton – Director of Transport Safety – Washington State DoT – USA
 - Rob McInerney (iRAP)

Ministers' session

Outline

- The Ministers' session is a half-day plenary session
- Abu Dhabi has prepared 3 topics for the Ministers' session:
 - Artificial Intelligence
 - Land Use Planning
 - Future Transport Networks

The WS is to be candidated



THANKS FOR YOUR KIND ATTENTION



*Roberto ARDITI, SINA (Gavio Group)
roberto.arditi @ sina.co.it*

