National Road Safety Policies and Programs – C1
“PIARC/AIPCR – a manual for the global road safety”

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Chairman of TC C1 World Road Association

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What is PIARC
Addressing members’ expectations

• Non-political, non-profit association established in 1909
• Members: 121 National governments as well as
  • Regional authorities
  • Collective and Individual members

• With its broad membership and geographic diversity, the vision of the World Road Association is to become:
  • “The world leader in the exchange of knowledge on roads and road transport policy and practices within the context of integrated, sustainable transport.”

• Recognised for the quality of its outputs
Some PIARC outputs

- Technical committee reports
  - 50 reports in 2012 – 2015
  - Available free of charge
- International seminars as organised by TCs
  - 26 seminars and 7 workshops in 2012-2015
- The Winter Road and World Road congresses
  - Andorra 2014, Seoul 2015
- *Routes/Roads* magazine (bilingual quarterly)
- National Committees Bulletin
THE GLOBAL SCENARIO FOR ROAD SAFETY

PIARC – WHY A ROAD SAFETY MANUAL

HIGHLIGHTS/EXAMPLES FROM

MANUAL CHAPTERS

FORTHCOMING STEPS

AND SIDE ACTIONS
1. Road traffic injury is a major global public health problem. **Rapid motorization in low and middle-income countries** (LMICs) along with the poor safety quality of road traffic systems and the lack of institutional capacity to manage outcomes contribute to a growing crisis.

2. More than 1.24 million people die each year on the world’s roads. Many more suffer permanent disability, and between 20 and 50 million suffer non-fatal injuries. These are mainly in LMICs, amongst vulnerable road users and involve the most socio-economically active citizens.
3. Road traffic injury is a leading cause of death globally for children and was the leading cause of death for young people aged 15–29 in 2010.

4. Without urgent action, it is forecast that road traffic injury will be the 7th leading cause of death for all by 2030. In socio-economic terms, countries around the world are paying a high price for motorized mobility.
THE GLOBAL SCENARIO FOR ROAD SAFETY

PIARC – WHY A ROAD SAFETY MANUAL

HIGHLIGHTS/EXAMPLES FROM MANUAL CHAPTERS

FORTHCOMING STEPS AND SIDE ACTIONS
✓ 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
WELCOME TO THIS WORLD GUIDE

THE NEW ROAD SAFETY MANUAL EXPLAINS EVERY STAGE OF INFRASTRUCTURE OBJECTIVES.

It is aligned with key pillars for the United Nations:

• 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.

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
Safe system approach Foundation

- Shift from crash prevention in general towards prevent deaths and injuries
- Directly addresses the needs of vulnerable road users and others
- Encourages safety to be designed into developing road networks rather than being considered an afterthought
Presentation Plan

THE GLOBAL SCENARIO FOR ROAD SAFETY

PIARC – WHY A ROAD SAFETY MANUAL

HIGHLIGHTS/EXAMPLES FROM MANUAL CHAPTERS

FORTHCOMING STEPS AND SIDE ACTIONS
How was the Manual developed?
STRATEGIC PLAN 2012-2015

TASK FORCE
(Griffith - USA)

CONTRACT
SCIENTIFIC TEAM
(Turner – Australia)
INTERNATIONAL TC C1
"Policies and programs for road safety"

INTERNATIONAL TC C2
“Design and Operations of Safer Road Infrastructure”

TASK FORCE
TC C1

Steering Committee For Road Safety Manual
PIARC Safety Policies C1

74 members from 5 continents

3 languages - TC SEC responsible:
- **Carnis** – France – French
- **Mcinerney** – Australia – English
- **Rodriguez** – Argentina - Spanish

4 working group leaders:
- **De Leur** – Canada
- **Khienreich** – Austria
- **Milton** – United States of America
- **Turner** – Australia

Chair: **Arditi** – Italy
Advisor: **Graf-Landmann** - PIARC
Design and Operation of Safer Road Infrastructure

Chair: **WONG** (Malaysia)

Secretariat:
- English: **WICKHAM** (UK)
- French: **HOLLAND** (FR)
- Spanish: **MENDOZA DÍAZ** (MX)
Resolution adopted by the General Assembly nr. 70/260

*Improving global road safety*

adopted on 15 April 2016 - diffused on 2 May 2016
Resolution adopted by the General Assembly on 15 April 2016
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"

Résolution adoptée par l’Assemblée générale le 15 avril 2016
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,

Resolución aprobada por la Asamblea General el 15 de abril de 2016
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
Working Group on RSM

Steering Committee
- Identify what the up-dates and up-grades should be;
- Organize and plan the corresponding work (Note the steering committee is not responsible itself to deliver the editorial content, this should come from other working groups and in some cases can be outsourced to external experts);
- Oversee the work and organize the review of the deliverables;
- Liaise with the General Secretariat for the edition of the web pages and the proposals for software evolutions

Membership
- Core from TC;
- Stakeholders;
- Member from TC C.2;
- To be avoided conflict of interest

Steering WG C.1

TC C.1
The Steering Committee

**Members**
Wong (Malaysia) - Carnis (France) - de Leur (Canada) Griffith (USA) Legett (UK) Tiahjono (Indonesia) – Domenichini (Italy)

**Stakeholders**
UNECE – WHO - OECD/ITF
ADB - AFDB - EIB - CAF - World Bank
PIARC General Secretariat

**Chair:** Ardit - Italy
**Reporters:** Khienreich – Austria
**Milton** – United States of America
Closing with Italian cooperation with UNECE activities

www.autostradafacendo.it
THANKS FOR YOUR KIND ATTENTION

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