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


- 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)

- Road accident investigation guidelines for road engineers
- Comparison of national road safety policies and plans
- Road safety inspection guidelines for safety checks of existing roads
- Best practices for road safety campaigns
- Improvements in safe working on roads
- State of the practice for cost-effectiveness analysis, cost-benefit analysis, and 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!
the PIARC survey
at a glance

- Prepared and conducted by TC C1 - National Road Safety Policies and Programs
  - National road safety legislation, policies, strategies and practices
  - Level of implementation of the safe system approach
  - Best practices

- 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...
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the PIARC survey
countries

- 31 countries – 16% of the world

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

Strategy for Road Safety Infrastructure
- 23% has no dedicated strategy (National legislation and other)
- 45% no legal support
- 13% no specific guidelines

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

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
➢ 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
Global Road Safety Policies

Roberto Arditi - Geneva

http://roadsafety.piarc.org

WELCOME TO THIS WORLD GUIDE
THE NEW ROAD SAFETY MANUAL AT 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
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
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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)
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"

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,

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

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Official Webpage www.aipcrabudhabi2019.org
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 …
TC C1 Workshop – Road safety manual: how the knowledge of best practices can boost to global policies

<table>
<thead>
<tr>
<th>Workshop title</th>
<th>How the knowledge of best practices can boost to global policies in road safety</th>
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<tbody>
<tr>
<td>Date/time</td>
<td>Monday 7(^{th}) October at 14.00 – 17.30 h</td>
</tr>
<tr>
<td>Timeline</td>
<td>3.5 hrs (incl. 30 min coffee break)</td>
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**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
- 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