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## Executive Summary

The kick-off meetings for the 2020-2023 cycle of the World Road Association (PIARC), Strategic Theme 3: Safety and Sustainability were held in Paris, France from 29-31 January 2020.

Stephanie Davy of ARRB attended meetings as part of Technical Committee (TC) 3.1: Road Safety. The meeting was chaired by John Milton (USA) and attended by 38 members from 27 countries.

The objectives and associated activities of TC 3.1 are divided into 5 working groups:

- 3.1.1. Specific road safety issues for LMICs
- 3.1.2. Implementation of Proven Countermeasures
- 3.1.3. Update of Road Safety Audit Guidelines
- 3.1.4. Implications of Connected and Automated Vehicles
- 3.1.5. Update of Road Safety Manual

The objective of the TC meeting was for delegates to become familiar with the PIARC organisation and its mission, meet and get to know other members of the TC, define the work program and assign members to lead and contribute to each aspect of the work program for the next 4 year cycle. An overview of the past outputs from the activities of the 2016-2019 TC was also provided.

The next TC 3.1 meeting will be held in Portorož, Slovenia in October 2020.

## Background

This report covers the 1st out of 8 semi-annual meetings over the 2020-2023 cycle of PIARC which was held in Paris from 29-31 January 2020.

TC 3.1: Road Safety has five main objectives to focus on during the 2020-2023 cycle, as follows:

- 3.1.1. Specific road safety issues for LMICs
- 3.1.2. Implementation of Proven Countermeasures
- 3.1.3. Update of Road Safety Audit Guidelines
- 3.1.4. Implications of Connected and Automated Vehicles
- 3.1.5. Update of Road Safety Manual

Each of the five objectives has associated outputs assigned which are to be delivered at various stages throughout the 4-year cycle. Members of the Technical Committee volunteer their time and efforts to address these issues.

## Work Program

TC 3.1 aims to address practical and pressing issues relating to road crashes which are major causes of death and serious injury worldwide, especially in the LMICs.

A detailed work plan covering the specific strategies and objectives that will be the focus for TC 3.1 during this cycle, including the outputs and due dates for relevant deliverables are included in the table below:

Strategies / Objectives	Outputs	Due Dates
<b>3.1.1 Specific Road Safety Issues for LMICs</b>		
<ul style="list-style-type: none"> <li>Identify successful stories, paying special attention to those in LMIC countries, with specific examples of safety improvement and management of road safety (in terms of key performance indicators).</li> <li>Take into account safety of vulnerable users.</li> <li>Identify existing tools, processes, checklist, etc. used to achieve success.</li> <li>Identify successful stories, paying special attention to those in LMIC countries, in terms of improved approach to the management of road safety.</li> <li>Identify current PIARC reports considered important for LMIC.</li> <li>Analyze measures and plans related with “Decade of Action for Road Safety 2011-2020” and “Agenda 2030”.</li> <li>Encourage coordination with T.C.2.1 – Mobility in Urban Areas, and T.C.2.2 – Accessibility and Mobility in Rural Areas.</li> </ul>	Literature review	October 2020
	Collection of case studies	June 2021
	Full report	December 2021
<b>3.1.2. Implementation of Proven Countermeasures</b>		
<ul style="list-style-type: none"> <li>Increase road safety through the implementation of proven countermeasures to reduce accidents in motorways, rural roads and urban roads, paying special attention to vulnerable road users, speed management and fatigue.</li> <li>Describe the process for selecting countermeasures given road user consideration and define good practices in strategies related to traffic safety in urban areas, paying special attention to vulnerable road users.</li> <li>Analyze contribution of proven countermeasures related with “Decade of Action for Road Safety 2011-2020” and “Agenda 2030”.</li> <li>Take into account works carried out by T.C.C.1 – National Road Safety Policies and Programs and T.C.C.2 – Design and Operation of Safer Road Infrastructure within Cycle 2016-2019.</li> <li>Encourage coordination with T.C.2.1 – Mobility in Urban Areas, and T.C.2.2 – Accessibility and Mobility in Rural Areas.</li> </ul>	Literature review	August 2021
	Development of case studies	March 2022
	Collection of case studies	March 2022
	Full report	October 2022
<b>3.1.3. Update Road Safety Audit Guidelines</b>		
<ul style="list-style-type: none"> <li>Update the Road Safety Audit Guidelines for Safety Checks on New Road Projects (2011).</li> <li>Add sections to provide exemplar guidance to LMICs.</li> <li>Encourage coordination with T.C.1.1 Performance of Transport Administration.</li> </ul>	Update Road Safety Audit Guidelines (RSAG)	December 2022
<b>3.1.4. Implications of Connected and Automated Vehicles</b>		
<ul style="list-style-type: none"> <li>Analysis on classification of traffic accidents which automated vehicle can/cannot prevent.</li> <li>Evaluate implications of connected and automated vehicles in road safety from the point of view of road design considerations, CAV users and all other users in special vulnerable users.</li> <li>Identify best practices taking into account CAV to improve road safety.</li> <li>Identify safety issues as far as transition period to automated driving concerns.</li> </ul>	Workshop delivery	October 2021
	Briefing note	April 2022

Strategies / Objectives	Outputs	Due Dates
<ul style="list-style-type: none"> <li>Consider the PIARC report on Road safety infrastructure's role in the transition to automated driving systems.</li> <li>Encourage coordination with T.F.B.2 – Automated vehicles – Challenges and opportunities for road operators and authorities, T.C.3.2 – Road Network Operation, T.C.3.3 – Winter Service, and T.F.2.1 – New mobility and its impact on Road Infrastructure and Transport.</li> </ul>		
<b>3.1.5. Update of the Road Safety Manual</b>		
<ul style="list-style-type: none"> <li>Updates of Road Safety Manual focus on the work carry out by the TC.</li> <li>Continue with the works carried out by T.C.C.1 – National Road Safety Policies and Programs and T.C. C.2 - Design and Operation of Safer Road Infrastructure within Cycle 2016-2019 to complete the incorporation of pertinent PIARC reports on road safety (from 2003).</li> <li>Launch a survey among HMLICs regarding the use, needs, gaps and issues regarding RSM and perform gaps and needs assessment to recommend changes in how to implement activities, based on priority.</li> <li>Develop case worksheets or checklist to aid in the implementation and understanding of the RSM, particularly for LMICs.</li> <li>Encourage implementation of Road Safety Manual.</li> </ul>	Survey among HMLICs regarding the use, needs, gaps and issues regarding RSM.	June 2020
	Worksheets or checklists for the implementation and understanding of the RSM, particularly for LMICs.	December 2021
	Update of Road Safety Manual.	Up to June 2023

A review of the specific issues to be addressed and associated work tasks and due dates was led by the Chair with input invited by all members of TC 3.1. Five working groups have been formed around each of these issues. Members at the meeting expressed preferences for which of the working groups they wanted to contribute to and were allocated by the Chair after a consideration of the distribution of members and workload. Stephanie is in Working Group 1 addressing specific road safety issues for LMICs. Leaders for each of the Work Groups were also chosen and are listed in the following section.

## Meeting Outputs

### **Committee Member Roles**

One of the main outputs of the meeting was to assign roles within the committee. These include Work Group leaders for each of the five work group topics and coordinating committee roles.

The roles of the Chair and language Secretaries for TC 3.1 were determined prior to the meeting as follows:

- Chair – John Milton (USA)
- English speaking secretary – Lucy Wickham (United Kingdom)
- French speaking secretary – Lise Fournier (Canada-Quebec)
- Spanish speaking secretary – Roberto Llamas Rubio (Spain)

The Work Group leaders which were filled during the meeting included:

- WG 3.1.1 – Hans Godthelp (Netherlands) & Ahmed Ksontini (Tunisia)
- WG 3.1.2 – Jeffrey Shaw (USA) & Przemysław Padło (Poland)
- WG 3.1.3 - Juan Emilio Rodriguez Perrotat (Argentina) & Stephen Read (USA)
- WG 3.1.4 - Matts-Åke Belin (Sweden) & Leonardo Annese (Italy)
- WG 3.1.5 – Patrick Barber (Canada-Quebec), Fabian Marsh (New Zealand), Ana Tomaz (Portugal)

The coordinating committee roles which were filled during the meeting included:

- Communication correspondent - Leonardo Annese (Italy)
- Corresponding members coordinator – Lucy Wickham (United Kingdom)
- Strategic partnerships – Jeffrey Shaw (USA)
- Terminology coordinator – John Barrel (United Kingdom)
- Webmaster – Lise Fournier (Canada-Quebec)

### **Future Meetings and Events**

The programme of TC 3.1 meetings, workshops and seminars during the 2020-2023 cycle was also discussed with suggestions for potential meeting locations made by certain members of TC 3.1.

The TC is required to organise two seminars in low-and middle-income countries to coincide with meetings of TC 3.1.

Portorož, Slovenia was proposed and agreed for the next TC 3.1 meeting in October 2020. This will be a joint meeting with CEDR and take place alongside the Slovenian congress on motorcycle safety. Uroš Brumec (Slovenia) will coordinate and organise the in-country aspects of this.

A mid-term meeting telecon / web-ex will be set up in June with Work Group leads, Chair, Secretaries and Uroš Brumec to discuss logistics and preparations for the October 2020 meeting.

Tunisia have proposed hosting a seminar in April 2021. Training for local professionals/engineers could potentially be included. Possible topics include rural roads and vulnerable road users. Attracting delegates from other African countries will be a priority.

Naples, Italy was also put forward by Leonardo Annese as a potential venue for a TC 3.1 meeting (with the agreement of the Italian national committee).

Lisbon, Portugal was also suggested by Ana Tomaz as another potential venue for a TC 3.1 meeting.

The Winter Road Congress 2022 – Calgary was discussed with potential options from the TC 3.1 considered. This might include developing and contributing a couple of sessions to the programme and/or the TC 3.1 can consider using the location to hold a TC 3.1 meeting to coincide with the event. Further discussion will be held at future TC 3.1 meetings to better define involvement.

### **Emerging Issues**

This initial meeting was primarily focussed on administrative tasks, and beyond these no new issues emerged.

### **Learnings for Australia and/or New Zealand**

The work program for this committee is expected to be relevant to Australia and the Austroads Safety Program specifically. Parallels with the work being undertaken by the Road Safety Task Force include the investigation of emerging road safety issues and initiatives to support the Decade of Action for Road Safety.

### **Dissemination**

Dissemination was not specifically discussed at this meeting. It is expected that discussions on this will accompany progress towards completion of the outputs in the Working Groups.

### **Benefits from Other Associated Activities**

Being present for the meetings in person allowed for opportunities to form relationships and discuss pertinent issues with others working in the road safety field who are members of the Technical Committee 3.1 as well as members of other TCs within Strategic Theme 3. Connections made with Fabian Marsh (New Zealand) and members from other countries are expected to provide continued benefits through sharing of ideas and valuable insights for Australia.

## **Conclusions and Recommendations**

The kick-off meeting set a solid foundation for a productive cycle ahead in the establishment of relationships with new colleagues and the preparations towards a valuable program of work. The apparent enthusiasm from the members in their willingness to discuss and collaborate on shared issues is viewed as a positive start to the work program.

Opportunities for knowledge sharing and contributions amongst members, many of whom are experts in their field, are expected to continue throughout the work cycle.

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***March 2020***