

**CREATION OF A NATIONAL COMMITTEE
of the World Road Association (PIARC)
in your country**

WHY? AND HOW?

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1. INTRODUCTION TO PIARC

1.1 Historical Background

Since it was founded in 1909, the World Road Association (PIARC) has led the world as a unique international forum in the road and transport sector. Throughout its history, PIARC has contributed to the enhancement of a better global road community, which in turn has promoted economic growth and social welfare.

Today, road sector stakeholders, notably road and transport administrations, face ever more complex problems in a rapidly changing environment. In order to respond to 21st century issues, PIARC has developed its Strategic Plan as a future guideline for the Association. While retaining international co-operation and technology transfer as key elements, the Plan provides guidance for PIARC activities in order to give special emphasis to the ever-changing needs of its membership to better meet the challenges of the future in road transport.

The PIARC Web Site (<http://www.piarc.org>) provides information on membership, organization, activities and products, and on the events (congresses, conferences, seminars) organized or promoted by the association.

1.2 PIARC Strategic Plan

Vision

To be the world leader in providing information on roads and road transport policy and practices within an integrated sustainable transport context.

Mission

A non-political and non-profit-making Association, *PIARC* exists to serve all its members by:

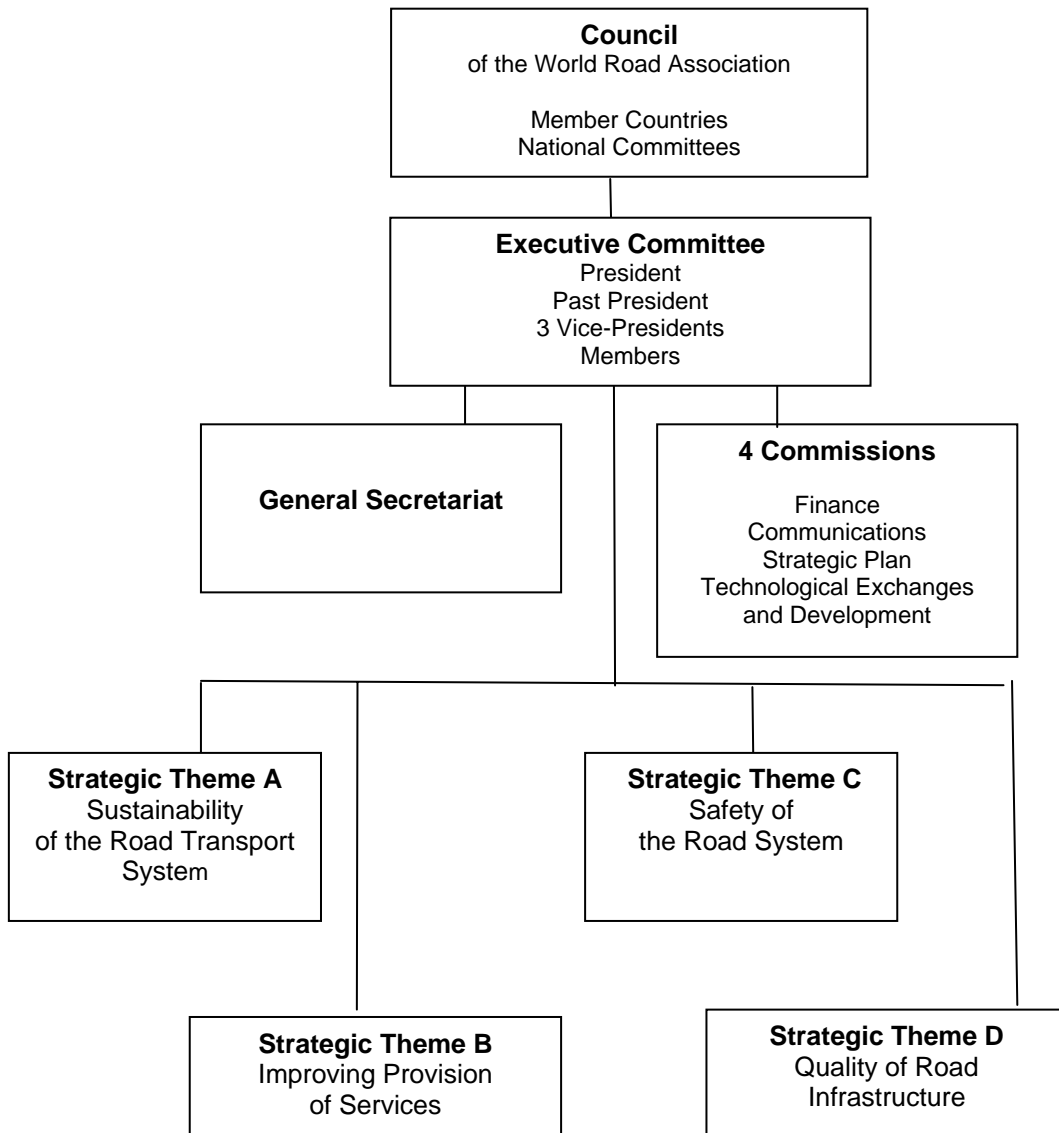
- being a leading international forum for analysis and discussion of the full spectrum of transportation issues related to roads and road transport, especially transportation infrastructure, operations, safety and sustainability world-wide;
- identifying, developing and disseminating best practices and improving access to international information;
- providing within its activities special emphasis on the needs of developing countries and countries in transition; and
- developing and promoting effective decision-making instruments on matters related to roads and road transport.

Values

PIARC's values are:

- to provide universal quality service to its members;
- to be open, objective and impartial;
- to promote sustainable and sound economic solutions;
- to recognize road transport in an integrated transport and land use context;
- to be customer-driven;
- to respect the differing international road transport needs; and
- to be a leader in technology transfer.

1.3 How PIARC is governed and managed (2008-2011)



2. ROLE AND FUNCTIONS OF NATIONAL COMMITTEES

The role and functions of a National Committee are to serve the country concerned by:

- channelling information from the Association to a national audience;
- channelling information on the national situation to an international audience through the Association;
- identifying and proposing to their First Delegates specialists to participate in the work of Committees and supporting them;
- providing a national focus for the activities of the Association;
- working for the dissemination of knowledge in close cooperation with the Technology Transfer Centre if any; and
- ensuring that national membership administration tasks are carried out for the Association, the Association will share subscription income with National Committees.

3. WHY ESTABLISH A NATIONAL COMMITTEE?

The "First Delegate" represents the Government of a PIARC member country. In addition, there are generally other PIARC members as well, for example, regional authorities, collective or individual members, and specialists all appointed by the First Delegate to the PIARC Committees and Working Groups.

Above all the establishment of a National Committee allows the road community to benefit to the maximum extent from the possible collaboration of their government with other PIARC members around the world.

To facilitate collaboration among the various PIARC members within a country, the First Delegate can decide to form a " PIARC National Committee ". He/she can also call upon an existing organization to assume the role of National Committee, which may include others who are not PIARC members.

To recruit active members from their own road transport community, First Delegates must present the proposal to create a National Committee as a neutral structure that will complement existing professional road transport organizations.

In addition, to support the efforts of its First Delegate, its authority must facilitate the freeing-up of the human and physical resources that are so essential for any PIARC National Committee to function effectively. Calling upon an existing organization also takes advantage of existing synergies and brings in new people from different sectors of road transport.

National Committees contribute to the improvement of road management at the national level by providing a forum for stakeholders involved in the road sector (construction, maintenance, management and operation). It is therefore easier for national experts on PIARC Committees and Groups to suggest adaptation of PIARC "best practice" recommendations to suit national conditions. In return, they are able to express better the needs of the various elements of their country's road sector to the PIARC Committee to which they belong, and to share their experience.

This means that National Committees are established not only to help First Delegates to ensure that their country will benefit from PIARC activities and outputs, but also to help their country be more active within PIARC. Thus, exchanges are mutual between member countries and PIARC.

Lastly, National Committees assist First Delegates in managing relations between their country and PIARC.

By establishing a National Committee, First Delegates can increase PIARC membership benefits for their country, as the following examples indicate:

Adaptation to the national context

Road issues are no doubt similar in most countries, but the best practices identified by PIARC may need to be adapted to suit local conditions, e.g., geography, climate, social and economic development, etc.

With access to international information and reports, National Committees can select the most relevant elements to their country and circulate them as widely as possible.

Building a national network

At the national level it is important to facilitate personal contacts between experts on the Committees and PIARC members within the country. There is nothing like direct contact for transferring knowledge.

National Committees can set up and provide assistance to a national network including all categories of PIARC members. It would be worthwhile to extend this network to other well-known professionals in the road and road transport sector. The main advantages of an open and neutral forum, i.e. where commercial or corporate interests do not prevail, can be summarized as follows:

- Promoting development of a common stance by the road community on subjects of national importance (standards, new technologies, road safety, environment, etc.);
- Promoting a broad knowledge base that will improve the continuity of national contributions to the work of PIARC across successive generations of representatives.

First Delegates find that the acquired knowledge and experience achieved from participating in PIARC provides a valuable contribution to the development and implementation of their national road policies.

National activities

Those who participate in PIARC Committees and Working Groups have the opportunity to update their knowledge at meetings with their foreign colleagues. World Road Congresses and International Winter Road Congresses also provide excellent opportunities for sharing knowledge. However, the number of people who are involved in Committees/Working Groups is limited. It is therefore essential to disseminate information through different channels (e.g. a National Committee) to ensure the knowledge is available to a wider audience.

National Committees can help achieve key objectives in the following ways:

- Objective: Put into practice the relevant information collected through PIARC.

Proposed action: Disseminate—in the country's language—appropriate information obtained at Congresses and other events organized by PIARC. Dissemination can be through publications, national or regional conferences, a newsletter to members of the National Committee, etc.

- Objective: Ensure national participation in PIARC activities.

Proposed action: Assist First Delegates and national experts on PIARC Committees in replying to international surveys. Be deeply involved in the preparation of Congresses.

- Objective: Facilitate access to PIARC information for the entire national road community.

Proposed action: Circulate PIARC reports in the language of the country. Create and maintain a Web site to be used as a forum for experts representing the country within PIARC Committees and the other members of the national road community.

- Objective: Make the best of the PIARC experience to improve national know-how.

Proposed action: Create working groups at the national level ("mirror committees"). It would be advisable that the leaders of these working groups be the representatives of their country on PIARC Committees. Work for the dissemination of knowledge in close cooperation with the Technology Transfer Centre, if any.

- Objective: Derive maximum benefit from personal contacts made through PIARC.

Proposed action: Invite foreign experts to participate in the World Interchange Network (National Committees may be a node of the Network). Promote exchanges with other international or regional organizations.

4. HOW TO ESTABLISH A NATIONAL COMMITTEE?

PIARC can provide assistance to the First Delegate in establishing a National Committee.

Administration of National Committees

PIARC imposes very few administrative constraints on the establishment of a PIARC Committee, as most rules are optional.

In fact, it is up to each National Committee to set its own rules and make local adjustments. However, the formalization of certain statutory operating rules facilitates collaboration between the two parties.

Several essential points are indicated below:

- First Delegates are free to choose the status (official or not) and composition of the National Committee;
- In all cases it is recommended that a person having responsibilities within the National Committee should also be a member of the Council of the World Road Association. This ensures continuity when the First Delegate is replaced. Furthermore, member countries can nominate non-government members to the Council. All member countries are entitled to nominate two representatives to the Council; the second member is nominated by the First Delegate;
- The Statutes of each National Committee should be approved by the PIARC Executive Committee to ensure that they are consistent with PIARC's aims.
- As an optional function, PIARC National Committees can collect the membership fees of collective and individual members in their country. Generally, this function is fulfilled by the National Committees that have a significant number of members.

Support from the Headquarters (PIARC)

The National Committee benefits from PIARC support (publications, possibly financial support where the National Committee collects membership fees) to help them achieve their objectives.

In summary:

<i>Independence and co-operation deliver mutual benefits</i>

5. CONCLUSION

The main benefits of creating a National Committee can be summarized as follows:

- the circulation of PIARC's products and knowledge to achieve the aims set by the First Delegate, according to local conditions;
- advantages to the national road community of the benefits derived from their Government's participation in PIARC;
- ensured continuity of PIARC activities at the national level through the corporate memory of the National Committee;
- increased knowledge transfer in terms of both quality and quantity;
- faster implementation of best practices;
- better utilization of professional resources;
- better utilization of economic resources for roads and transportation.

**NATIONAL COMMITTEES HAVE ALREADY BEEN ESTABLISHED
IN 37 COUNTRIES.
WILL YOUR COUNTRY BE NEXT?**

PIARC has National Committees or equivalent organizations in the following countries:

Algeria	France	New Zealand
Argentina	Germany	Norway
Australia	Greece	Portugal
Austria	Hungary	Romania
Belgium	Iceland	Senegal
Benin	India	Slovakia
Burkina Faso	Italy	Slovenia
Canada	Japan	Spain
Canada-Québec	Korea	Sweden
Congo	Madagascar	Switzerland
Czech Republic	Mali	The United Kingdom
Denmark	Mexico	
Finland	Morocco	

* Visit the list of representatives and their addresses: <http://www.piarc.org>

For any information, contact the Secretary General of the World Road Association at: info@piarc.org

APPENDIX 1: Pointers for Drawing Up the Statutes of a National Committee of the World Road Association

The statutes of a National Committee of the World Road Association (PIARC) must be consistent with the Statutes of PIARC; they must also comply with the country's legislation respecting non-profit organizations.

A PIARC National Committee may be formed *ex nihilo*, but an existing organization may serve as the PIARC National Committee if there is congruence of objectives and activities.

Matters to be covered in the statutes

- Brief description of PIARC and its objectives (as a preamble).
- Declaration of the formation of the National Committee: it generally sets forth the official name of the Committee, its address, its effective date of formation, any necessary references to the law under which it is established and the statutory or regulatory authorities governing its formation.
- Objectives of the National Committee and activities that it intends to pursue.
- Identification of the categories of membership and definition of the conditions of membership and resignation. Definition of the rights and duties of the various categories of member.
- Functioning of the National Committee: definition of the various governing bodies (General Assembly, National Executive or Board of Directors), their composition, their respective responsibilities, their method of appointment, provisions respecting meetings, voting procedures, terms of office, and the nature and management of resources.
- Definition of the conditions for approval or amendment of the statutes and dissolution of the National Committee.

When the draft statutes have been drawn up, they are submitted to the Secretary General of PIARC with an official request for the formation of a National Committee signed by the First Delegate of the country concerned.

Upon the recommendation of the Secretary General, the formation of a PIARC National Committee is sanctioned by a resolution of the Executive Committee:

"The Executive Committee approves the Statutes of the National Committee ..."

followed by a resolution of the PIARC Council:

"The Council recognizes the formation of the National Committee of (name of country)."

PIARC will recognize a country as a National Committee or equivalent organization if the Executive Committee has the assurance that the following conditions are carried out:

- to be officially approved by their government institution (PIARC member) as being qualified to act as a National Committee or an equivalent organization;
- to have an institutional structure allowing for a permanent liaison with the international PIARC activities, in a coherent manner with the mission mandate of the Association and its respected principles;
- to actively circulate international information on the questions related to the field of roads within the national organizations, as well as with the collective members or personnel concerned.

Example of National Committee Statutes Plan¹ (for information)

Preamble

1. Part I: General

Article 1: Formation of the National Committee

Article 2: Official name

Article 3: Aim

Article 4: Relations with PIARC

Article 5: Membership

Article 6: Fees

Article 7: Loss of membership

Article 8: Headquarters

Article 9: Duration

2. Part II: General Assembly – Composition – Proceedings

Article 10: Composition of the General Assembly

Article 11: Ordinary General Assembly

Article 12: Special General Assembly

Article 13: Minutes

3. Part III: Board of Directors – Executive

Article 14: Board of Directors

Article 15: Ceasing to hold office by the elected members of the Board of Directors - Replacement

Article 16: Executive of the organization

Article 17: Powers of the Board of Directors

Article 18: Meetings of the Board of Directors

Article 19: Role of the members of the Executive

Article 20: By-laws

Article 21: No payment for services

¹ Based on the Statutes of the Madagascan Committee of the World Road Association (PIARC)

4. Part IV: Financial Administration

Article 22: Resources of the organization

Article 23: Budget

Article 24: Accounting

5. Part V: Amendment of Statutes

Article 25: Amendment of the statutes

Article 26: Dissolution

Article 27: Competent authority

Article 28: Formalities

APPENDIX 2: Working Group and contacts

Ms. Brenda Baird	Chairperson Transport Canada CANADA
Mr. Réjean Day	Secretary of the Canadian National Committee of PIARC CANADA
Mr. Gilbert Batac	Deputy Secretary General World Road Association FRANCE
Dr. Robert Wilson	AUSTROADS AUSTRALIA
Ms. Susan Allen	VicRoads AUSTRALIA
Mr. Murray Kidnie	Secretary of the Australian National Committee of PIARC AUSTRALIA
Mr. Friedrich Zotter	Secretary of the Austrian National Committee of PIARC AUSTRIA
Mr. Claude Van Rooten	Secrétaire de l'Association Belge de la Route BELGIUM
Ms. Penny Karahaliou	Hellenic National Committee of PIARC GREECE
Mr. Hajime Ikeda	Secretary of the Japanese National Committee JAPAN
Mr. William J. McCoubrey	Chairman British National Committee UNITED KINGDOM
Mr. Philippe Benninger	Secretary of the Switzerland National Committee of PIARC SWITZERLAND